60 YRS. AGO

THE SIGNALMAN'S JOURNAL

OFFICIAL PUBLICATION OF THE BROTHERHOOD
RAILROAD SIGNALMEN OF AMERICA

Organized, 1901; chartered, 1908; affiliated with American Federation of Labor, 1914

Vol. II | December, 1921 | No. 12

A LOOK IN THE PAST . . .

At the Holiday Season, our thoughts turn gratefully to those who have made our progress possible. It is in this spirit that we wish our brothers a joyous holiday and a New Year filled with all the blessings of our American Heritage.

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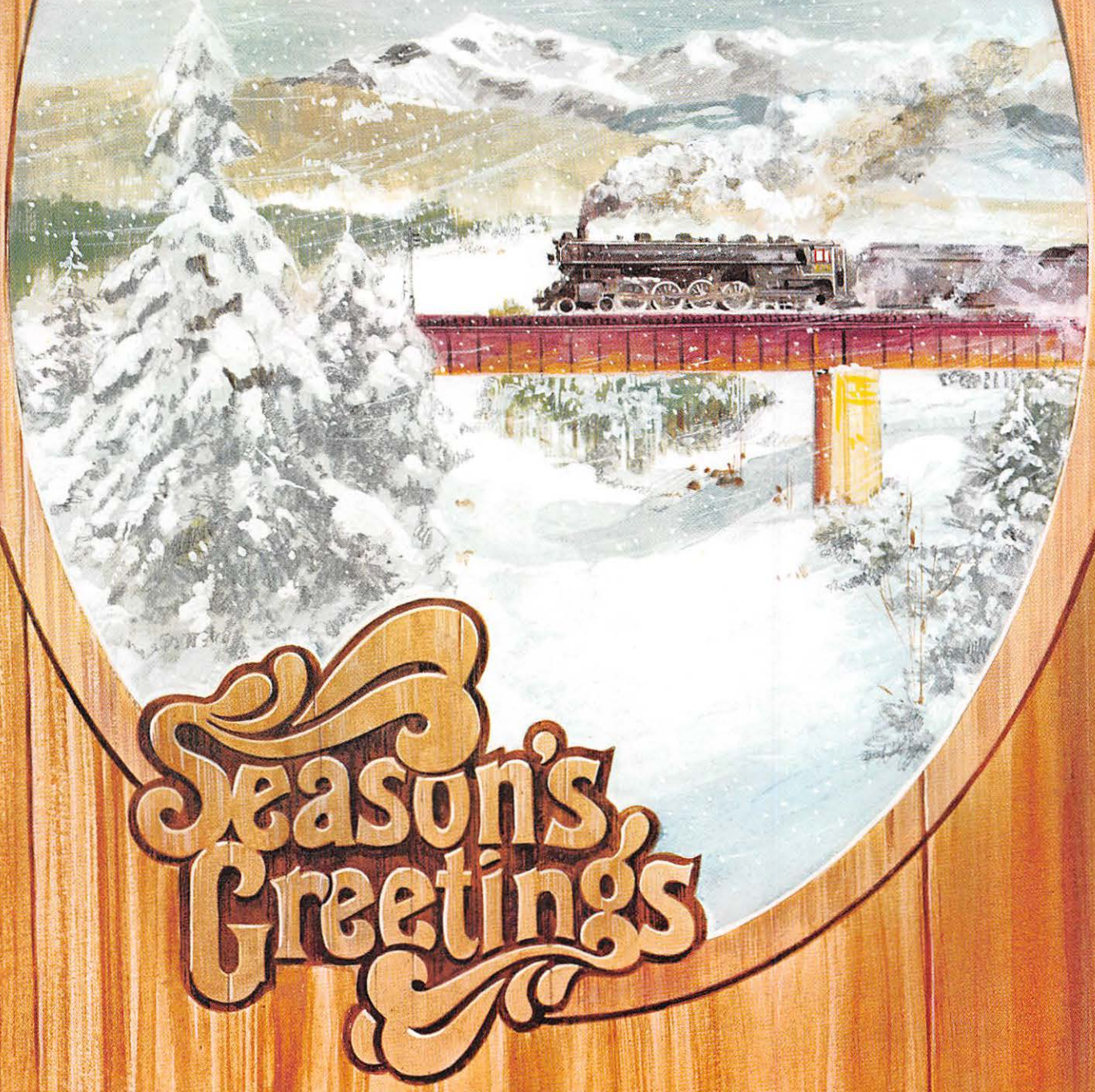
TESCO



Season's Greetings

The SIGNALMAN'S Journal

Official Publication of the Brotherhood of Railroad Signalmen

Volume 62 Number 10 December 1981

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Cover: Reproduction of cover page for The Signalman's Journal, December 1921. Feature article on page 6.

News

Express Metroliners Return To The Northeast Corridor

WASHINGTON, Oct. 22 — Amtrak trains traveling within the Northeast corridor will be running on faster schedules and 110 mile-per-hour tracks beginning Oct. 25. Completion of major track work, part of Amtrak's $2.5 billion Northeast Corridor Improvement Project, will allow Amtrak to operate faster, more reliable trains between Washington and New York.

Highlighting the improved service will be three daily Metroliner express trains in each direction which will travel between New York and Washington in two hours and fifty-nine minutes. A major factor in the new, high-speed downtown to downtown express service is the addition of AEM-7 locomotives to Amtrak's operations. These Swedish-designed, American-built power plants operate smoothly and swiftly with Amfleet cars over the improved tracks.

All three express Metroliners will consist of one club car, a dinette, and three 60-seat Amfleet coaches equipped with leg rests and reclining seats to maximize passenger comfort.

The dinettes offer comfortable booths with tables where riders may eat meals, conduct business, or simply relax. Club passengers will be offered a complimentary light meal or snack, and can order a variety of hot foods, premier wines and beers, and cocktails at reasonable prices. In addition to the premium personalized club-car service, coach passengers will be offered a more distinctive selection of food and beverage items.

The express Metroliners will make intermediate stops only at Baltimore and Philadelphia. Other scheduled Metroliners will make five intermediate stops, as they have in the past, and will be operating between New York and Washington on faster schedules as well. The traveling time for these trains will be between three hours and fifteen minutes and three hours and twenty minutes. Three late morning Metroliners will be discontinued as of October 25 as a result of fiscal year 1982 budget reductions. The equipment from the eliminated frequencies will be used to increase capacity on remaining trains.

Metroliner service to New Haven will be restored under the new schedules with six-day-a-week service in each direction.

There will be other scheduled improvements and changes elsewhere in the corridor October 25.

The self-propelled cars that were formerly assigned to Metroliner service will be operated between Philadelphia and Harrisburg to improve running times and comfort levels.

The LRC-equipped Shoreliner, (using new experimental Canadian-built rail cars) which provides service between Boston and New York, will also be operating on a faster schedule. The LRC train will travel through southern New England at maximum speeds of 100 miles per hour.

Changes in the schedule will include one Boston-New York roundtrip discontinuance, and five New Haven-Springfield round-trip discontinuances.

Plain Talk About IRA's

Are you missing out on a tax break? You might be if you are one of the tens of millions of employed people who are not a part of an organized retirement or profit-sharing plan. If you fall in that group, you could be putting money away in a tax-deferred Individual Retirement Account (IRA).

And starting next year, your savings could increase. The new tax package just signed into law not only increases the amount you can invest by $500, it also will allow almost everyone who is employed to take advantage of IRA's. (See the chart at the end for the changes.) But you don't have to wait. If you are not part of a retirement plan and are eligible for an IRA in 1981, you should take advantage of this chance to invest for your future — and you have until April 15, 1982, to do so.

When you start your own Individual Retirement Account, this year you can invest 15 percent of your salary or $1,500, whichever is less. Taxes are deferred on the money invested until you start to draw it from the account after you reach age 59½. Usually by then, your taxes will be lower because your income will be lower.

If you are a non-working spouse, you can also participate in an IRA, providing your working spouse puts half of the annual IRA contribution into your separate account. In this case, the total amount contributed to both accounts cannot be more than 15 percent of the working spouse's salary or $1,750, whichever is less.

There are a number of different ways you can invest your IRA funds: flexible annuity contracts sold by insurance companies; savings accounts, certificates of deposit, and time deposit open accounts through banks, savings and loans, and credit unions; mutual fund shares; stocks; and special government retirement bonds. There are advantages and disadvantages to each type.

Flexible annuity contracts in most cases cannot be converted in the early years to another type of account without losing much of your investment. Certificates of deposit and time deposit open accounts have high interest, but there is generally a penalty for early withdrawal. Savings accounts and U.S. Individual Retirement Bonds are flexible, but the interest is low. Stocks and mutual funds are flexible, but you have to pay trustee and/or brokerage fees, and the value of your investment is tied to what is happening on Wall Street.

So shop around before you sign on the dotted line. Read the disclosure statements. Find out what fees you have to pay. Ask about any penalties for early withdrawal of investments in case you want to switch investment plans. And if you decide to switch, make sure you either have the money transferred directly (for instance, the bank puts the money directly into a mutual fund), or hold the money no more than 60 days before reinvesting it. Otherwise you could end up paying a whopping tax penalty.

To learn more about IRA's, call your local office of the Internal Revenue Service. They are listed in the White Pages under "Tax Information."

And for a listing of more than 200 free and low-cost consumer booklets on topics from money saving to food, send for a copy of the *Consumer Information Catalog*, published by the Consumer Information Center of the General Services Administration. The *Catalog* is free from the Consumer Information Center, Pueblo, Colorado 81009.

Bates' Commentary

As 1981 draws to a close it is appropriate to assess the position of the Brotherhood, and set out the many frustrating and vexing matters we are immediately confronted with.

During 1981 the railroads and railroad labor met the issue of financing the railroad retirement financial crisis and though neither were completely satisfied, each was certain the issue was put to rest for the forseeable future. The ink is barely dry on the legislation and the Administration has already begun inquiries on ways and means to reduce benefits. The Administration and the Congress have failed to appropriate sufficient funds to finance the so-called "windfall benefit". Our retirees entitled to that benefit have experienced a 21% reduction in the windfall portion of their retirement annuities and the Administration is demanding a further 21% reduction in the national budget, which would cause a further reduction in the windfall benefit.

During 1981 the moratorium prohibiting changes in our national agreements expired and notices were served by both the Brotherhood and the railroads to negotiate changes in those national agreements. Although the Notices were served early in the year, we have made little progress toward resolving the many issues contained in the Notices. There are many reasons for this lack of progress; however, I firmly believe each side is making every effort to confront the issues to resolve our differences.

In 1981 we received proposals from at least five U.S. railroads to reduce the standard of living for our members. These proposals range from outright wage reductions to so-called "wage deferrals" which would defer wage increases we negotiate in a national agreement.

During 1981 I have attended many Local, General Committee and Regional membership meetings. At each of those meetings, I have discussed the various carriers' standard of living reduction proposals with our members. On only one occasion has a member expressed the opinion that if it were necessary to reduce his standard of living to cause his particular railroad to continue operation, then he was willing to accept that reduction in his standard of living. Again, on only one occasion a Brotherhood officer expressed his opinion that the Brotherhood was moving in the wrong direction and should be in a more compromising position in approaching this issue than we have taken. There is no doubt many railroads have received a great deal of incentive for demanding that their employees reduce their standard of living, from industries such as automobile, steel, airline, trucking and rubber. I do not mean to take issue with any union which has agreed to those standard of living reductions. Each union must act in the best interests of its members. However, I am not convinced that the Brotherhood of Railroad Signalmen would act in the best interests of its members to agree to such a reduction in their standard of living. I continue to discuss these matters with our members, as well as railroad managements, and will not close my mind on the issue, but I have not been convinced of the necessity to reduce our standard of living.

Notwithstanding all of the above and other issues we are immediately confronted with, our hostages will be home with their families this Christmas, our countries are not at war, and we have many things to be thankful for.

May God bless each of your households during this holiday season throughout 1982. Please accept my very best wishes for a joyous holiday season.

Tom Bates

A Look into the Past . . .

A Nostalgic Review

The Signalman's Journal began publication in 1920, filling a need for the distribution of information to all members.

The following are reproduced excerpts from the Signalman's Journal published 60 years ago this month. We hope the material will be as interesting to our readers as they were to us.

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Vol. II DECEMBER, 1921 No. 12

News from the Lodges

NEW YORK.

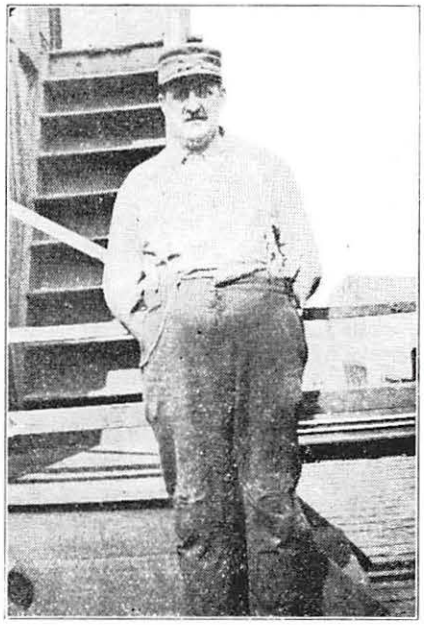
Brooklyn Lodge, No. 113.

On Thursday evening, November 17, our worthy Chief, Brother E. Gland, was presented a Royal Easy Morris chair and a genuine meerschaum pipe, through Brother Moffatt, showing the appreciation of the members of B. L. No. 113, for the good work accomplished in the past three years that Brother Gland has held office as Chief. Dear Sir and Brother:

Our Annual Carnival and Novelty Ball will be held at Trommers, Thursday, January 12, 1922.

For the purpose of creating an active interest in this affair the Entertainment Committee wishes to announce that prizes for the disposal of the largest and second largest amount of tickets will be awarded as follows: 1st prize, $10.00; 2nd prize, $5.00.

The two "members tickets" may be retained by any member disposing of his ten tickets.



Brother E. Gland, Chief

To be eligible to any of the aforementioned prizes, payment for tickets must be made on or before Thursday, January 5, 1922, on which night winners of cash prizes will be announced.

No doubt remains that our last affair was a social and financial success. Let us make this still larger. It not only rests with the committee, but with every individual member to prove that the old saying of "Let George Do It" cannot be applied to members of B. R. S. of A. Let us all put forth an earnest endeavor to make this year's affair the greatest financial success in the history of Brooklyn Lodge. BE A BOOSTER.

Additional tickets will be mailed upon application to our Secretary, W. A. Koehler, 102 Weldon Street, Brooklyn, N. Y.

You will be rendering the committee a great favor if you will mail the enclosed postcard immediately upon receipt of your tickets, thus assisting us in the checking of our records. If you know of any brother that has not mailed

Grand Annual Carnival and Novelty Ball

of Brooklyn Lodge, No. 113

Brotherhood of Railroad Signalmen of America

at Trommer's Hall, Conway Street and Bushwick Avenue, Brooklyn

THURSDAY EVENING, JANUARY 12, 1922

Music by Walter Mulford's Jazz Band — Tickets, Including Wardrobe, 50 cents

back his card or received his tickets have him get in touch with Brother Koehler, or do it yourself.

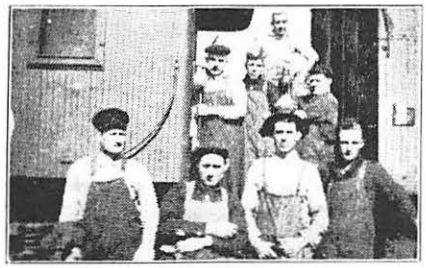
Hoping we may have your heartiest cooperation to make this affair successful, both socially and financially. I beg to remain,

The following are Committeemen: C. Weltzin, R. Callan, L. Lenhardt, O. Synder, M. Nathanson, E. Furey, B. Sampson, C. Dieker, R. Seidenspinner, P. Murphy, M. Greenfield, G. Crowe, A. Conrad, H. Schuler.

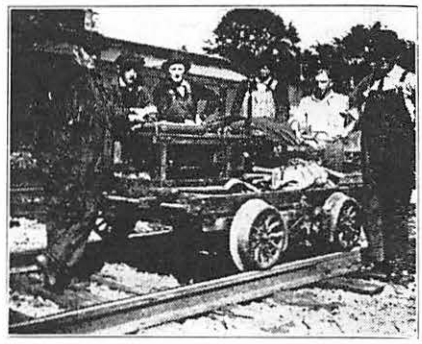
Fraternally yours,

P. J. KUNZ,
Chairman Entertainment Com.

W. A. KOEHLER,
Secretary



Boarding car. Bottom row: G. Carpenter, E. T. White, F. H. Riley, H. D. Albright; Second: A. P. Karnecky, D. Kittelton, Earl Sivert; Top: J. Carpenter.



Motor car view from left to right: Earl Sivert, H. D. Albright, Glen Carpenter, D. Kittelton, John Carpenter, E. T. White.

Local No. 76.

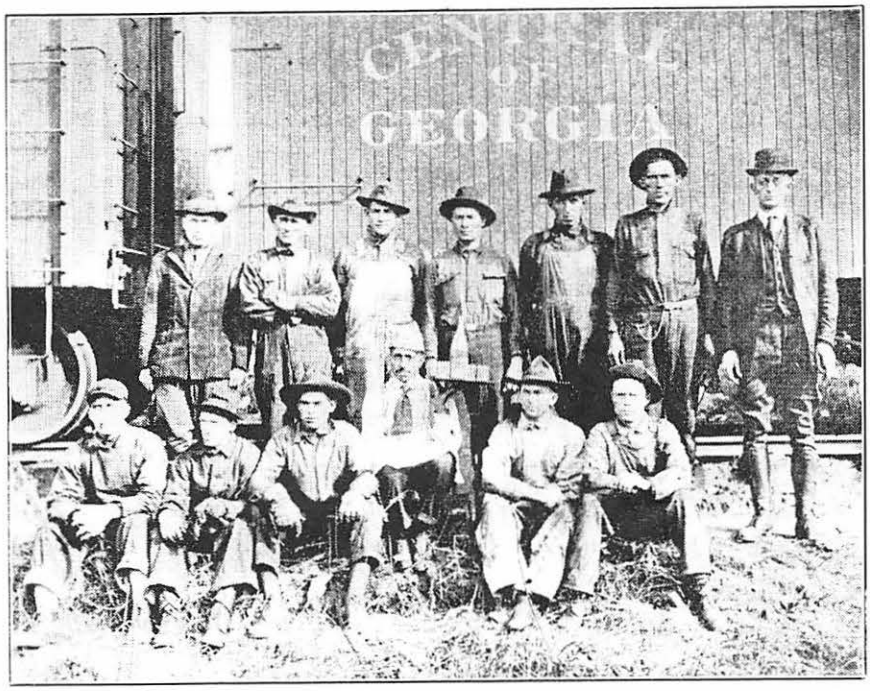
New York Central Lines East.

We held our annual election of officers at the November 1 meeting. The boys were a little more discreet in choosing their office holders than they were last term. Not that they didn't choose good men last year, but they chose those who did not attend the meetings. Following is a list of the officers-elect:

Chief Signalman, D. W. Rossell; 1st Vice Chief, H. Woodruff; 2nd Vice Chief, R. Hippert; Financial Secretary, A. W. Patterson; Assistant Financial Secretary, H. Ross; Recording Secretary, A. F. Will; Assistant Recording Secretary, F. L. Kramlich; Treasurer, H. Hipphever; W. Potthoff, Chaplain; C. Ablestedt, Inside Semaphore; A. W. Beers, Outside Semaphore and W. Ruland; Trustees, W. Fricker, A. J. Walsh, W. Wandell, Representatives to the convention, J. Caldwell and A. W. Patterson; Alternates, W. Sweet and W. Ruland.

We trust that all those men will accept the honor conferred on them by the members and reciprocate by attending as many meetings as possible.

Brother Quast came all the way from Harmon to register his vote. The attendance was pretty fair.



SIGNAL CONSTRUCTION CREW, CENTRAL OF GEORGIA RAILROAD.

Top Row, Left to Right: E. W. Wiley, W. O. Reeves, G. E. Crabtree, R. M. Williamson, R. H. Morbley, L. L. Pentecost and J. D. Hyder, foreman.

Bottom Row, Left to Right: F. E. Beyers, J. W. Sanders, B. H. Downs (Cook), Will Collier, A. H. Reeves and W. G. Howard.

COME JOIN OUR LOCAL UNIONS —TO BUILD A HOME TO HELP EACH MAN.

Say, brother, help me with all your
might
To show the country we are for the
right,
For you'll need a place on a helpless
day
When you are old and wrinkled and
gray.
While you are young and in your prime
Do not neglect to save your dimes.
I say we need homes and need them
bad
To help make everybody in our unions
glad.
I hope each one with a union heart
Will labor hard to do his part.
So, come on, sisters and brothers, do
your best
Let the union people be happy and rest.
And in old age when your hair is gray,
You have labored and toiled your life
away,
And you look through those weary
eyes so dim
And say: "I labored hard to help union
win."

—[Dora Nugent.

UNUSUAL TROUBLE.

Did you ever have any trouble of this kind? The following telegram was received by Mr. T. N. Charles, while he was supervisor, C. & O. T., P. R. R., about 1906, or 1907:

Mr. T. N. Charles,
Oakdale, Tenn.

Block 328-1 red for train No. 1 is now O.K. Failure caused by peckerwood pecking hole through lightning arrester box and pecking the fuse out. You may not think this is the truth, but it is. Please send me a lightning arrester box that is peckerwood proof.

SIGNAL MAINTAINER.

This was before the time of the cast boxes and when we had the old wooden boxes.

The following comes from another of the old-timers: One morning while waiting for the signal inspector, on a cold morning, the supervisor told his maintainer to be very careful and not talk any, but let the inspector do all the talking. When the inspector arrived the supervisor asked what tools he wanted, and was told, and the inspector also asked for some kerosene. The maintainer spoke up and said, "There is not a dad-bern drop in this town—not a dad-bern drop here." The supervisor said, "O, yes, there is, John. He means coal oil." John said, "Why didn't he say so, then?"

BRYAN SAYS UNIONS WILL BE RECOGNIZED.

Whatever may be thought of William J. Bryan's political stunts, it cannot be gainsaid that the illustrious Nebraskan is not a prophet. His theories advanced 25 years ago on prohibition, equal rights for women, income tax, became realities, although at the time Bryan suggested these reforms he was branded as wild-eyed and hair-brained. Time proved Bryan's foresight was better than most people's hindsight.

Therefore, the world at large will give serious thought and reflection to Bryan's latest predictions, that National and State laws will be enacted to vindicate Labor's right to organize, to bargain collectively and to persuade wage earners to join organizations. These rights will be secured, Bryan promises, and the public will approve.

Imagine the picture of horror by Big Business when it sees Organized Labor gaining its rights through popular will. Bryan does not say these reforms will be won over night. Oh, no, it means years of persistent effort, and concentrated political effort by Labor, in which United States Senators and Congressmen will be made to respect the ambition of "a" majority. As it is, Senators and Congressmen pay little or no attention to Labor's demands unless the political district is close and one vote may decide an election.—[Ex.

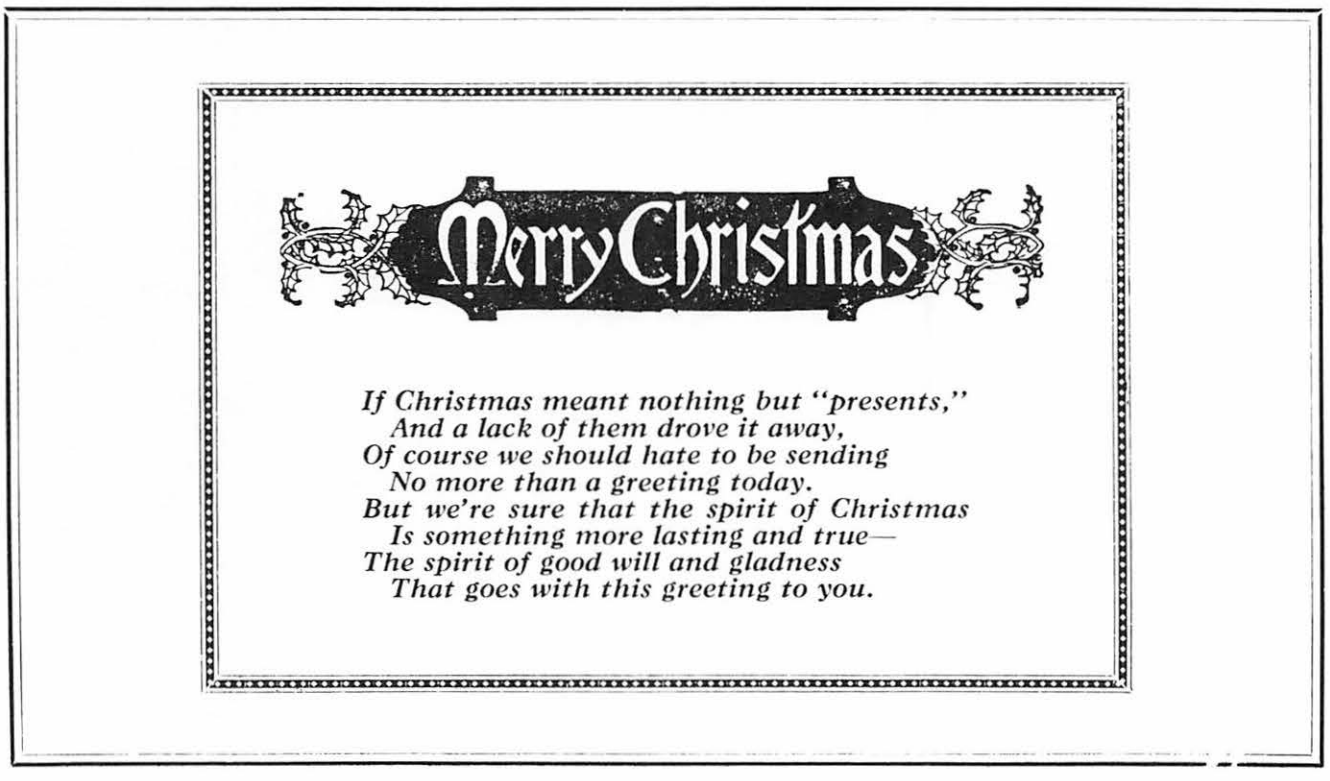
THE SMILING WAY.

When failures come, as failure must,
In life's old human way,
To tangle hope with thorns of fear,
To sadden and dismay,
One method helps to clear the skies
In just a little while—
To take from failure every smart—
Meet it with a smile.

All our dreams will not come true,
And the best of all
Passing down the road of years may
not heed our call;
But some dreams will come to stay—
Comrades to the end.
If we greet them with a smile, as a
friend a friend.

Life is not a grab-bag whence
Each his choice may lift;
It's a contribution box
Waiting for our gift;
And the gift from which true joy
Evermore must start
Is the gift we all can give—
Just a sunny heart.

—[By R. D. Z., of Lodge 85.


Merry Christmas
If Christmas meant nothing but "presents,"
And a lack of them drove it away,
Of course we should hate to be sending
No more than a greeting today.
But we're sure that the spirit of Christmas
Is something more lasting and true—
The spirit of good will and gladness
That goes with this greeting to you.

The following article by Chicago Sun-Times columnist, Mike Royko, offers an explanation of "Reaganomics" which we think will be of interest to our members. Mr. Royko's style provides a unique observation of the Administration's economic policies—RTB. *© Chicago Sun-Times, 1981-article by Mike Royko reprinted with permission.*

Reagan logic unmasked

Many people are upset and confused because President Reagan is hacking away at federal programs that benefit the poor while spending more and more on the military.

The pundits are scratching their heads. The economists are scratching each other's head. Even some of the people in Reagan's administration aren't sure what's going on but are afraid to wake up the president to ask him.

But they wouldn't be upset or confused if they took the trouble to understand and appreciate the crystal-clear logic behind Reagan's approach to federal spending. So I'll try to explain it.

Contrary to popular belief, it's much wiser to take money from the poor than from the rich.

If the government took the foolish approach of extracting more and more money from the rich, eventually the rich wouldn't be rich anymore.

That would be disastrous for this country's international reputation as being a land of plenty. It would shatter the great American dream, which is that anyone, no matter how humble his origins, can become rich if he is frugal, works hard and has the ethics of a grave robber.

DOING AWAY WITH the rich would also mean the end of the two-party system in America. Once they were no longer rich, the rich wouldn't have a reason to remain Republicans. They'd probably become Democrats. And that might also destroy the Democratic Party. Who'd want to go to a Democratic rally if people like W. Clement Stone or Richard Nixon started showing up?

On the other hand, if you take money from the poor by reducing their benefits, you don't change their basic financial status. They're still poor. They just become a little more poor.

The change is very slight, really. It's simply a matter of someone who is now saying, "I'm cold, poor and miserable," saying instead: "I'm colder, poorer and more miserable."

It's a matter of degree.

Thus, Reagan's approach will achieve one of the basic goals of the conservative: Things remain basically the same. The rich stay rich and the poor stay poor, or even a little poorer.

And by making the poor a little poorer, you provide an added incentive for them to work harder, so they can become less poor, which is better than being real poor, because the next step up from being less poor is being not as poor.

After all, providing people with goals is part of the Reagan program.

AS TO THE NEXT question — reducing the benefits of the poor and giving more money to the military — the logic is so obvious that I don't understand why it is even debated.

First of all, if you make the poor even poorer, they aren't just going to sit around and count their protruding ribs. This isn't India, you know.

America's poor have demonstrated in the recent past that when they get fed up with being poor, or being made poorer, they will show their dissatisfaction by rioting.

So it's reasonable to assume that when Reagan finishes hacking away at federal programs for the poor and for the big cities, which is where most of the poor live, life for the poor will be less fulfilling and there is going to be trouble in the streets of America's cities.

Well, if we're going to have widespread rioting in this country again, then we've got to have a strong military to deal with this kind of insurrection.

So it makes perfect sense to build up the military in the event that the poor riot because their benefits are being reduced in order to build up the military.

On the other hand, if you tax the rich to build up the military, then the poor will be content and won't riot, and then we'll have just wasted the money we will have taken from the rich.

That will leave us with a larger military than we need, which is wasteful, and fewer rich people, which will damage the economy of the better stores and country clubs.

That's not the way to make this country great.

Some of Reagan's critics say that Reagan's military budget is filled with expensive gadgets we really don't need.

TAKE THE NEUTRON warhead, as an example. This is the wondrous device that explodes and kills people but doesn't do much property damage. It's the real estate man's dream.

These bombs are supposed to be put in Europe so that we can kill Russian invaders there while not wrecking good tourist attractions.

However, most European countries say they don't want the things around, the ingrates. But that doesn't mean that creating them isn't a good idea, so Reagan wants to go ahead with the project and keep them in this country.

I can only guess why, and it makes sense when one considers the reduced benefits to the poor.

The neutron bomb is probably the ultimate anti-riot device, since it effectively quells rioting while protecting most property.

Remember, many of the poorest neighborhoods, which is where riots occur, were once among the finest in this and other cities. And they are well worth saving.

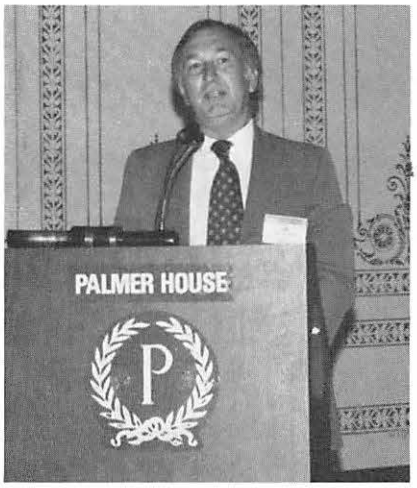
SO AFTER USING a neutron bomb to quell a riot, it would simply be a matter of removing the now quiet rioters and setting about restoring the old mansions and stately apartment buildings and selling or renting them to people in higher income brackets.

This form of "gentrification" — which means moving out the poor to make way for people with money — would be superior to urban renewal because it's cheaper and you don't have to worry about where the poor people will move once they've been kicked out.

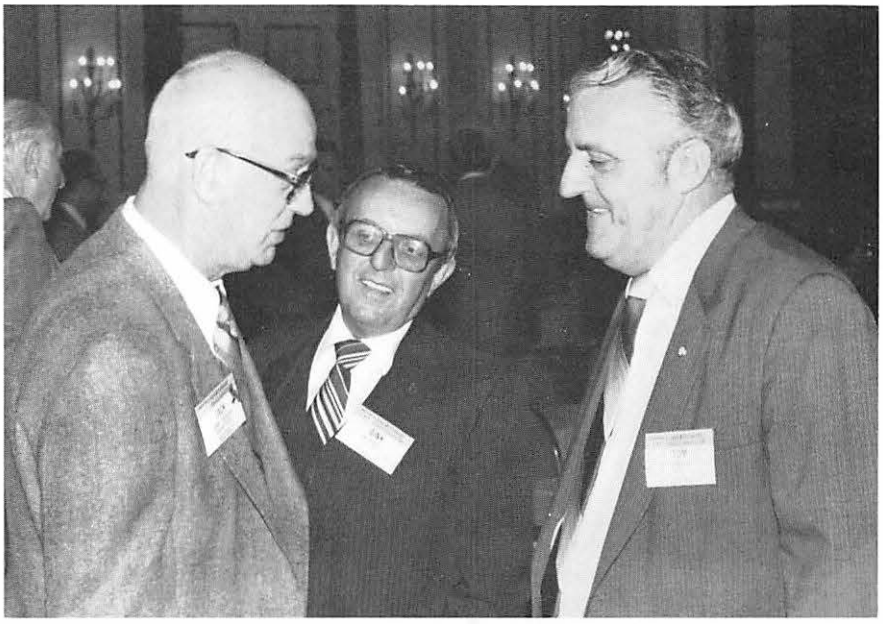
And it would reduce the number of poor in this country, which is something every president wants to do.

So despite the protests of the liberals and others, I truly believe that Reagan's programs will reduce the number of poor.

If nothing else works, his welfare reforms might do the job. Although it's slower, starvation does work.

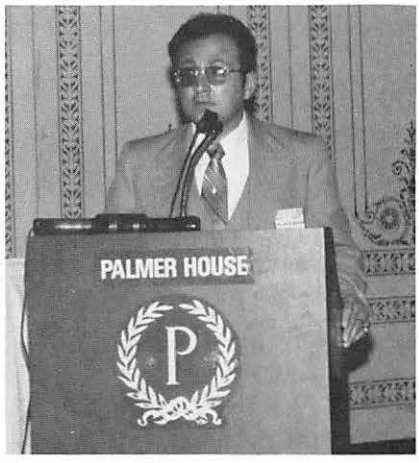


Joe Walsh, Associate Administrator for Safety presents the Federal Railroad Administration's views on training.

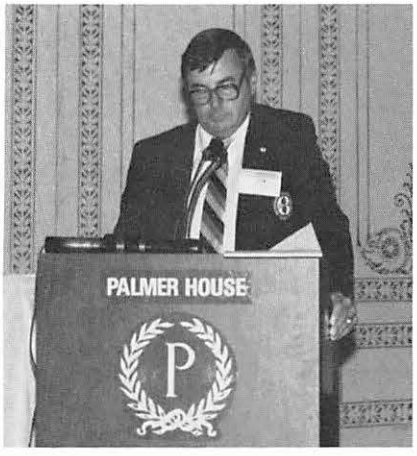


Tom Bates, President and W. D. (Dink) Best, Secretary-Treasurer enjoys conversation with Jack Derochie, Signal Engineer, Missouri Pacific.

Listening to opening session remarks is W. D. Pickett (left), Grand Lodge Representative, W. W. Lauer, Director of Research, W. B. Harwell, Vice President and J. E. Hansen, Vice President.



R. L. Schmidt, presiding Chairman for Committee "G" — Education & Training.



Vice President Hansen explains what the Brotherhood expects from Signal Training Programs.

Panelist on Committee "G" is (left) J. E. Hansen, Vice President B of RS, Joe Walsh, Associate Administrator for Safety FRA, Harvey Alexander, Chief Engineer — Communication & Signals Conrail.

The following article by Chicago Sun-Times columnist, Mike Royko, offers an explanation of "Reaganomics" which we think will be of interest to our members. Mr. Royko's style provides a unique observation of the Administration's economic policies—RTB. © Chicago Sun-Times, 1981-article by Mike Royko reprinted with permission.

Reagan logic unmasked

Many people are upset and confused because President Reagan is hacking away at federal programs that benefit the poor while spending more and more on the military.

The pundits are scratching their heads. The economists are scratching each other's head. Even some of the people in Reagan's administration aren't sure what's going on but are afraid to wake up the president to ask him.

But they wouldn't be upset or confused if they took the trouble to understand and appreciate the crystal-clear logic behind Reagan's approach to federal spending. So I'll try to explain it.

Contrary to popular belief, it's much wiser to take money from the poor than from the rich.

If the government took the foolish approach of extracting more and more money from the rich, eventually the rich wouldn't be rich anymore.

That would be disastrous for this country's international reputation as being a land of plenty. It would shatter the great American dream, which is that anyone, no matter how humble his origins, can become rich if he is frugal, works hard and has the ethics of a grave robber.

DOING AWAY WITH the rich would also mean the end of the two-party system in America. Once they were no longer rich, the rich wouldn't have a reason to remain Republicans. They'd probably become Democrats. And that might also destroy the Democratic Party. Who'd want to go to a Democratic rally if people like W. Clement Stone or Richard Nixon started showing up?

On the other hand, if you take money from the poor by reducing their benefits, you don't change their basic financial status. They're still poor. They just become a little more poor.

The change is very slight, really. It's simply a matter of someone who is now saying, "I'm cold, poor and miserable," saying instead: "I'm colder, poorer and more miserable."

It's a matter of degree.

Thus, Reagan's approach will achieve one of the basic goals of the conservative: Things remain basically the same. The rich stay rich and the poor stay poor, or even a little poorer.

And by making the poor a little poorer, you provide an added incentive for them to work harder, so they can become less poor, which is better than being real poor, because the next step up from being less poor is being not as poor.

After all, providing people with goals is part of the Reagan program.

AS TO THE NEXT question — reducing the benefits of the poor and giving more money to the military — the logic is so obvious that I don't understand why it is even debated.

First of all, if you make the poor even poorer, they aren't just going to sit around and count their protruding ribs. This isn't India, you know.

America's poor have demonstrated in the recent past that when they get fed up with being poor, or being made poorer, they will show their dissatisfaction by rioting.

So it's reasonable to assume that when Reagan finishes hacking away at federal programs for the poor and for the big cities, which is where most of the poor live, life for the poor will be less fulfilling and there is going to be trouble in the streets of America's cities.

Well, if we're going to have widespread rioting in this country again, then we've got to have a strong military to deal with this kind of insurrection.

So it makes perfect sense to build up the military in the event that the poor riot because their benefits are being reduced in order to build up the military.

On the other hand, if you tax the rich to build up the military, then the poor will be content and won't riot, and then we'll have just wasted the money we will have taken from the rich.

That will leave us with a larger military than we need, which is wasteful, and fewer rich people, which will damage the economy of the better stores and country clubs.

That's not the way to make this country great.

Some of Reagan's critics say that Reagan's military budget is filled with expensive gadgets we really don't need.

TAKE THE NEUTRON warhead, as an example. This is the wondrous device that explodes and kills people but doesn't do much property damage. It's the real estate man's dream.

These bombs are supposed to be put in Europe so that we can kill Russian invaders there while not wrecking good tourist attractions.

However, most European countries say they don't want the things around, the ingrates. But that doesn't mean that creating them isn't a good idea, so Reagan wants to go ahead with the project and keep them in this country.

I can only guess why, and it makes sense when one considers the reduced benefits to the poor.

The neutron bomb is probably the ultimate anti-riot device, since it effectively quells rioting while protecting most property.

Remember, many of the poorest neighborhoods, which is where riots occur, were once among the finest in this and other cities. And they are well worth saving.

SO AFTER USING a neutron bomb to quell a riot, it would simply be a matter of removing the now quiet rioters and setting about restoring the old mansions and stately apartment buildings and selling or renting them to people in higher income brackets.

This form of "gentrification" — which means moving out the poor to make way for people with money — would be superior to urban renewal because it's cheaper and you don't have to worry about where the poor people will move once they've been kicked out.

And it would reduce the number of poor in this country, which is something every president wants to do.

So despite the protests of the liberals and others, I truly believe that Reagan's programs will reduce the number of poor.

If nothing else works, his welfare reforms might do the job. Although it's slower, starvation does work.

BN General Committee meets in St. Paul, Minnesota.

W. A. "Bill" Class re-elected as Chairman of the Burlington Northern General Committee.

The Burlington Northern General Committee held its annual meeting in St. Paul on October 27, 28 and 29. Officers of the Committee re-elected to 3-year terms were W. A. "Bill" Class, General Chairman; R. F. "Bob" Richardson, Assistant General Chairman and General Secretary-Treasurer; and H. Heilman, G. E. Brown and L. F. Parker were elected as members of the General Board of Trustees.

The BN General Committee was established on January 1, 1975 with the merger of the former Great Northern, Chicago Burlington and Quincy, Northern Pacific and the Spokane Portland and Seattle General Committees. The General Committee represented 709 BofRS members at that time. As of April 1, 1981, the General Committee represented 1020 BofRS members employed by Burlington Northern and its subsidiaries.

Members of the General Committee, excluding the General Chairman and Vice General Chairman are Local Chairmen D. T. Meech, T. A. Catherall, R. J. Bolinger, T. L. Reiners, D. L. Sutton, W. D. Kreutzer, R. D. Frank, L. F. Parker, P. M. Johnson, F. T. Fernandes, J. J. Wilkowski, B. J. McComb, R. C. During, R. E. Gee, M. R. Willer, H. Heilman, G. Brown and R. Jordon.

President R. T. Bates and Vice President J. T. Bass attended the meeting. President Bates discussed the current national wage and fringe benefit notice. He explained that although the carriers' proposals have so far been inadequate, he is optimistic.

Bates commented on the recently enacted amendments to the Railroad Retirement Act and their effect on BofRS members. He related the necessity of increased retirement taxes on both employees and employers to insure continued railroad retirement financing.

President Bates also related recent congressional action which reduced "windfall" retirement benefits for some 400,000 retired railroad workers. (See "Bates' Commentary" this issue.) Windfall benefits are payable to retired railroad employees who also qualify for benefits under Social Security. Although the recipients have met the eligibility requirements by paying social security for the prescribed minimum time, their windfall annuities were reduced 21% and are subject to further reductions by the Reagan Administration.

Bates summarized the difficulties the Brotherhood is experiencing in retention of wage levels for members on at least five railroads. These railroads have presented

requests to either defer future negotiated wage increases or reduce current wages.

Support for the Signalmen's Political League was asked by President Bates. The present political climate tends to favor the large corporations and wealthy individuals. The struggle to reverse this trend is being waged in Washington and our friends in Congress need our support.

Vice President Bass commented on the selection of Gary Storbeck's by the Grand Executive Council as the BofRS "Signal Trainee of the Year." Gary is a signal foreman for the BN and represented the Brotherhood of Railroad Signalmen at the annual National Apprenticeship and Training Conference in October.

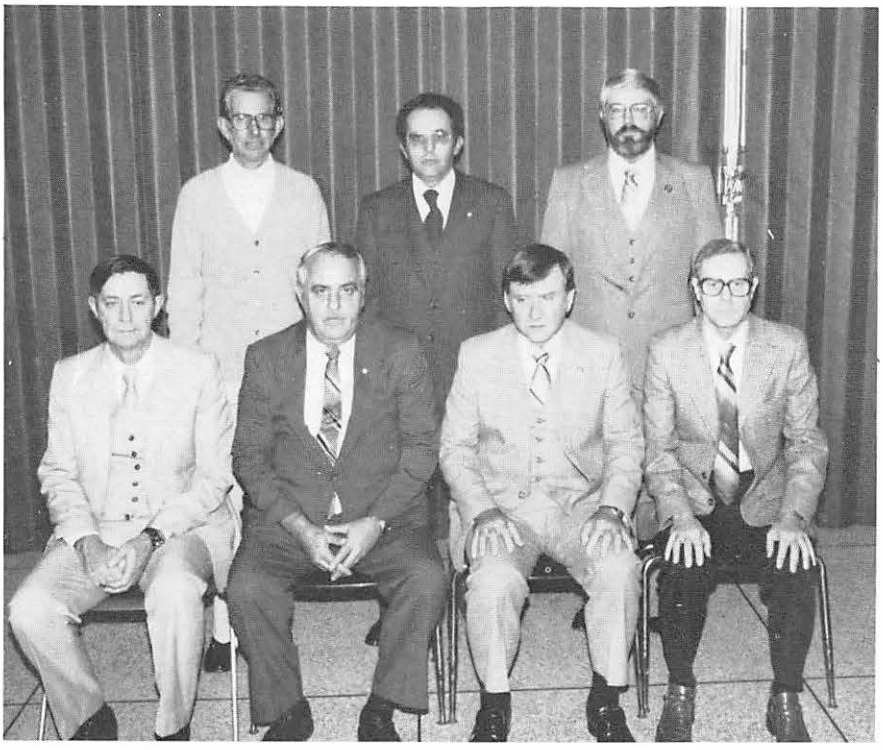
The General Committee discussed several matters of import including agreements consummated from 1972 to the present time; an impending agreement with the BN regarding its acquisition of the St. Louis-San Francisco Railway and a request for representation by the General Committee from Frisco Local 129.

Constitution Sections 166 and 183 of Article I regarding violations of Union Shop Agreements and members who accept official positions with the railroad were discussed. Solutions were sought to overcome the Carrier's slow reimbursement of expenses.

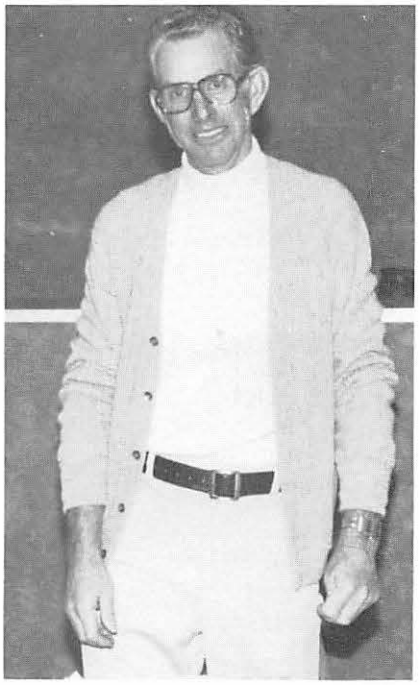
The meeting concluded with a presentation by Vice President M. B. "Pete" Frye regarding the duties and responsibilities of Local Chairmen. BRS

Congratulations are in order for W. A. Class, who was re-elected General Chairman. Vice President Bass performs the honor admirably.

J. T. Bass, Vice President offers his congratulations to R. F. Richardson for his re-election to the office of Assistant General Chairman, General Secretary-Treasurer.



President R. T. Bates and Vice President J. T. Bass pose with B. N. General Committee Officers. Seated: R. F. Richardson, Assistant General Chairman, General Secretary-Treasurer. R. T. Bates, W. A. Class, Jr., General Chairman, J. T. Bass. Standing: L. E. Parker, Trustee, H. Heilman, Trustee, G. E. Brown, Trustee.



Newly elected trustee, L. E. Parker.

Auditors report on finances

As provided by Article 1, Section 68, of the constitution, Chairman of the Grand Board of Trustees B. E. Britcher, caused an examination and audit of Grand Lodge financial records for the fiscal year July 1, to June 30, by certified public accountants. The firm of Brabenec, Tague & Company was again selected for the task.

That firm completed and submitted the audit to the Grand Board of Trustees on August 26, 1981. Copies were furnished to each Local Lodge and General Committee by the Grand Board of Trustees, Brothers Bernard E. Britcher, W. A. Class, Jr. and Victor Matity, on October 2, 1981. In a written report the auditors stated:

"In our opinion, the accompanying balance sheet and statements of income and capital and changes in financial position of the several funds present fairly the financial position of the Brotherhood of Railroad Signalmen at June 30, 1981 and the results of its recorded transactions and changes in financial position for the year ended in conformity with generally accepted accounting principles applied on a basis consistent with that of the preceding year."

BROTHERHOOD OF RAILROAD SIGNALMEN

Balance Sheet June 30, 1981

ASSETS

		Combined	General Fund	Contingent Fund
Current Assets				
Cash		$2,493,151.63	$1,091,390.83	$1,401,760.80
Securities		54,347.43	36,037.50	18,309.93
Accounts receivable		6,002.72	6,002.72	
Prepaid expenses		6,036.31	6,036.31	
Total Current Assets		**$2,559,538.09**	**$1,139,467.36**	**$1,420,070.73**
Fixed Assets				
Land, Mt. Prospect, IL		140,000.00	140,000.00	
Building, Mt. Prospect, IL	$941,887.72			
LESS: Depreciation	170,685.16	771,202.56	771,202.56	
Furniture and equipment	284,975.26			
LESS: Depreciation	66,617.28	218,357.98	218,357.98	
Total Fixed Assets		$1,129,560.54	$1,129,560.54	
		$3,689,098.63	**$2,269,027.90**	**$1,420,070.73**

LIABILITIES

Current Liabilities			
Mortgage payable — Bank (Note = 1)	34,893.74	34,893.74	
Other payables	91,436.64	91,436.64	
	$126,330.38	**$126,330.38**	
Noncurrent Liabilities			
Mortgage payable — Bank (Note = 1)	291,666.31	291,666.31	
Capital			
General Fund	$1,851,031.21	$1,851,031.21	
Contingent Fund	1,420,070.73		$1,420,070.73
	$3,689,098.63	**$2,269,027.90**	**$1,420,070.73**

Note = 1:
The mortgage is payable $4,720.63 per month for fifteen years including interest at 7%. Principal payments due during the twelve months ending June 30, 1982 total $34,893.74. The balance of the mortgage $291,666.31 represents principal payments maturing after June 30, 1982 and is a noncurrent liability.

General Fund

Statement of Income, Expenses, and Capital

Income:		
Per Capita tax, initiation fees, dues, donations, refunds		$2,193,088.07
Sale of supplies, services, books, advertising, and subscriptions		35,161.25
Interest and rental income		207,958.89
		$2,436,208.21
EXPENSES:		
Salaries, payroll taxes and insurance benefits	$954,474.86	
Travel and moving expenses	272,250.90	
Office expenses	225,906.87	
Association per capita, dues, subscriptions	94,853.60	
Attorney fees and professional services	89,128.75	
Depreciation (building, furniture, equipment)	48,744.09	
Building expenses	164,151.59	
Convention — 1982, meeting charges	22,194.62	
Signalman's Journal, constitution, agreements	182,699.08	
Fund allocations and committee refunds	206,085.32	
		$2,260,489.68
NET INCOME		
CAPITAL — June 30, 1980		175,718.53
CAPITAL -- June 30, 1981		1,675,312.68
		$1,851,031.21

Contingent Fund

Statement of Income, Expenses, and Capital

INCOME:	
Allocations and refunds	193,856.83
Interest and dividends	119,323.07
	$ 313,179.90
EXPENSES:	
Strike Benefits	16,700.00
	$ 296,479.90
NET INCOME	
CAPITAL — June 30, 1980	1,123,590.83
CAPITAL -- June 30, 1981	**$1,420,070.73**

Annual C&S Meeting Held

The Communications and Signal Division of the Association of American Railroads held its annual meeting in Chicago. Attending from the Brotherhood of Railroad Signalmen were President R. T. Bates, Secretary-Treasurer W. D. (Dink) Best, Vice Presidents W. B. Harwell and J. E. Hansen, Director of Research W. W. Lauer, Grand Lodge Representatives V. M. Speakman, V. Van Artsdalen and W. D. Pickett.

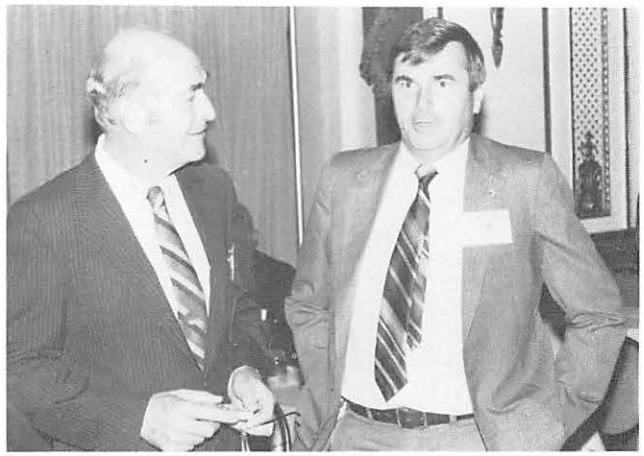
In addition, Vice President Hansen participated as a panelist on Committee "G" — Education and Training. Brother Hansen presented the Brotherhood's views on the subject "Training Expectations." An abstract of Brother Hansen's remarks follows.

What does the Brotherhood of Railroad Signalmen expect from signal training programs which we have negotiated with the railroads?

Foremost of all, we believe the fundamental goal is to teach our members the practical skills needed to perform and work in a safe and expeditious manner. It is our position that proper training of signal forces is the key to a reliable signal system.

Unfortunately, unlike many of the other departments which make up a successful railroad company, the Signal Department is often viewed by top management solely in terms of cost, rather than one which has lasting and tangible productive qualities. The sales pitch of the not too recent past, that "signal systems do not cost, they pay" is difficult to sell to those in control of the Railroad's purse strings.

President Bates greets R. D. Spence, Executive Vice President, Family Lines.



John Hansen, Vice President (right) listens to Robert D. Liggett, 1981 Chairman and Chief Communication and Signal Officer, Family Lines.

When signal systems are out of order and, therefore, not performing their intended function; that is — the safe expeditious movement of trains, they are, I emphasize "are," an unproductive drain to the railroad. On the other hand, a signal system which functions as intended is a positive asset in terms of cost vs. benefit.

For numerous reasons which I will not attempt to address here, qualified Signal Maintainers are becoming an endangered species. There is no question that signal training programs are helping to turn this trend around, but even so, a qualified Signal Maintainer is a rarity in the ranks of the unemployed.

Negotiations of signal training programs may appear as one-sided ventures wherein the B. of R. S. is the recipient of great things from the railroad companies. Actually, it is a joint venture and the B. of R. S. offers and expects much from its members who participate in the training programs.

Basically, signal training agreements provide for a training schedule comprised of four 6 month periods, which includes step rate increases to trainees upon successfully completing each session. There are variations in the agreements, but most require that upon passing examinations and graduation from the program, a trainee is promoted to a Signalman status.

I wish to point out that the Brotherhood of Railroad Signalmen does not qualify Signalmen. The qualification process, for the most part, is in control of the carrier. There are some who strongly feel that the B. of R. S. should seek to closely control the qualification of Signalmen. However, all things considered, we do not believe our best interest lies in pursuing such a goal.

In most cases, a latter 2 week period of each 6 months is devoted to classroom instruction, and also includes hands-on work with signal apparatus set up in the training facility. During these 2 week periods, we expect the railroad to teach electrical fundamentals as well as the theory necessary to understand how and why electricity functions as it does.

Attending the opening day session is R. T. Bates, President and W. D. Best, Secretary-Treasurer.

It is my personal belief that more emphasis should be given to the basic laws of electricity (Ohm's law and kirchoff's two laws), particularly their application to basic trouble shooting of signal systems. In my judgment, a thorough understanding of the aforementioned laws will greatly assist one's comprehension in encountering the more complex field of electronics.

In the hands-on portion we expect that the trainee will be taught to make practical application of his classroom knowledge with respect to proper inspection, testing, adjustment and repair of signal equipment, including "trouble shooting" on circuits and components.

We expect the railroads to provide the trainees the expenses necessary for travel, meals, and lodging in connection with classroom sessions.

Agreements provide, and we expect, that our members will apply themselves diligently to the classroom sessions, including reasonable homework assignments. Trainees are required to progress and pass a written examination on the work covered, and if unable to do so, may be terminated. The Carrier investment is such, that retention of an employee who cannot be trained to comprehend the work required of a Signal Maintainer is unjustified and an unreasonable burden.

It is also important to stress that in the interim between the classroom sessions, we expect the railroad to use the trainee, as far as practical, in variations of work assignments that will enable him to gain experience with various types of signal equipment. We also expect that supervisors, foremen, and other co-workers will be helpful in explaining techniques of the work during these on-the-job periods.

We realize the fact that the training period is a relatively short time to develop a well trained Signal Maintainer. However, upon successfully completing the program he should know that safety is the first consideration and that help is readily available to him if he needs it or he is unsure.

Yes, the Brotherhood of Railroad Signalmen has great expectations for our members as a result of their participation in signal training programs. We are confident that the initial cost to the railroad for these training programs will return many fold from having skilled Signal Maintainers who can perform the ever increasing complex tasks in a more expeditious and safe manner. Signals which are falsely restrictive account of equipment failures or malfunctions do not expedite train movements. While they remain in a false restrictive or down status, they serve no beneficial purpose. It also follows that signals which are falsely clear must be detected and corrected as soon as possible for they pose potential disaster.

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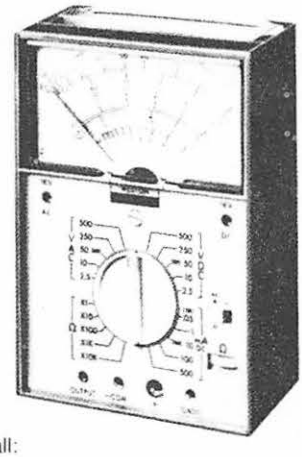

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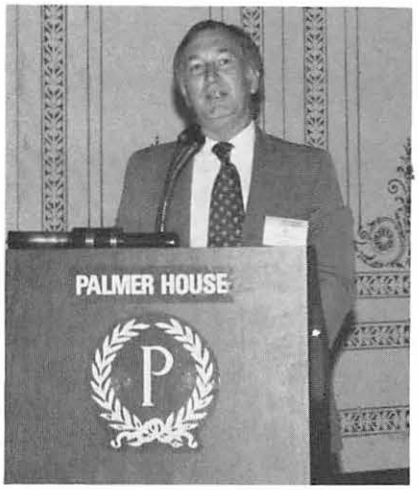
W. W. Lauer, Director of Research chats with Steve Davis, General Manager, Transportation Engineering Services Company.

In conclusion, we believe that much of the responsibility in assuring that it has properly trained Signal Maintainers falls upon the railroad. Nevertheless, the Brotherhood of Railroad Signalmen believes that it too has an important role in this endeavor and fully expects our members to accept the responsibility that goes with participation in signal training program — namely, to acquire the requisite skills to do the job. BRS



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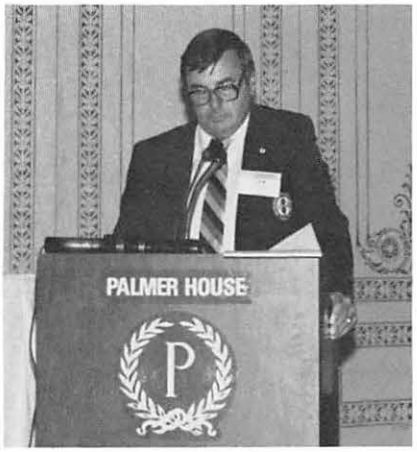
Tom Bates, President and W. D. (Dink) Best, Secretary-Treasurer enjoys conversation with Jack Derochie, Signal Engineer, Missouri Pacific.

Listening to opening session remarks is W. D. Pickett (left), Grand Lodge Representative, W. W. Lauer, Director of Research, W. B. Harwell, Vice President and J. E. Hansen, Vice President.

R. L. Schmidt, presiding Chairman for Committee "G" — Education & Training.



Vice President Hansen explains what the Brotherhood expects from Signal Training Programs.

Panelist on Committee "G" is (left) J. E. Hansen, Vice President B of RS, Joe Walsh, Associate Administrator for Safety FRA, Harvey Alexander, Chief Engineer — Communication & Signals Conrail.

News From Washington

By Richard J. Calistri

As every railroad worker knows, there are fewer new freight cars being delivered to the nation's railroads these days. That stems not so much from a lack of business as from a lack of cash for capital investments. With interest rates soaring and cash in short supply, railroads are understandably reluctant to invest in new equipment.

That's bad news for a lot of people — especially workers who build cars. Layoffs among these workers grow every day as they become part of the monthly unemployment statistics.

But some good may yet come out of these problems. Competition among car builders is fierce these days — and so is innovation. As John E. Carroll, Jr., president of FMC Corp., told a gathering of railroad editors recently: "Railroads and carbuilders have been looking at creative ways to make their equipment bring a better return to its owners."

He explained that the oil crises of recent years and the subsequent surge in coal production resulted in development of a new line of "lightweight" coal cars. Another radical departure from conventional freight car design can be found in the "Grasshopper," a freight car built of fiberglass-reinforced polyester with an empty weight of 11,000 pounds lighter than a conventional steel covered hopper. The reduced weight offers new fuel savings, Carroll said.

But the talk of the industry, according to Carroll, has been the new development in intermodal cars. He declared: "I am convinced that there will be a strong surge in intermodal traffic in the near term — that will demand a new generation of equipment." He pointed to these developments:

The Fuel Foiler

The Fuel Foiler is a long, articulating car, made up of 10 units, each carrying a 40 or 45-foot highway trailer. It is in operation on the Santa Fe with hundreds of thousands of miles of revenue service already logged. Carroll had these comments:

"Savings exceed initial predictions on the Santa Fe in its corridor between Chicago and Los Angeles. Of major importance, when operating a 10-car train, which carried 100 trailers, the lighter equipment required only three locomotives, rather than the four needed to pull conventional piggyback flat cars. Fuel savings of 6,000 gallons per 4,400 miles round trip are being achieved, according to the Santa Fe."

The RoadRailer

Carroll called the RoadRailer "the most unusual and most promoted design" of the new cars. Built by the Bi-Modal Corp., the RoadRailer is a combination freight vehicle and trailer which can be pulled by tractors over highways. Each RoadRailer has two sets of running gear: a set of tandem axles with rubber tires for highway operations and a single axle with steel wheels for rail operation.

RoadRailer claims dramatic reductions in operating costs, fuel consumption, investment and cargo loss and damage. Carroll pointed out that these benefits have been confirmed by revenue testing of RoadRailer service which began in October, 1980.

Trailer Train

Owned principally by the nation's major railroads, Trailer Train has long been the major supplier of flat cars for piggyback and other services. Made available in pools to meet the needs of the company's pool participants, Trailer Train cars are designed with the wide-ranging common needs of all U.S. railroads in mind.

One such design is the "4-Runner," built by ACF Industries. It consists of four independent decks, each designed to carry a 45-foot-long highway trailer. The 4-Runner may be coupled into any train and is expected to win approval by the Association of American Railroads for unlimited interchange among railroads.

Another — and similar — car is the ARC-3, a three-unit articulated skeleton-type car built by Whitehead and Kales. It can haul three 45-foot trailers with nose-mounted refrigeration units.

Youngstown's "Backpacker" car is another articulated intermodal car designed to carry 40-foot and 45-foot trailers with nose or underslung refrigeration units.

Similar to the Backpacker is Budd's "Lo-Pac 2000" that can handle containers or trailers in interchange service. Still another innovative car is the Southern Pacific's double stack container-only car. Each of these cars is 270-feet long, can carry 10 containers, and will do the same work as five standard piggyback flatcars totaling 425-feet in length and weighing much more.

Carroll concluded that the current famine in the freight car industry — a famine which has helped to create new cars and has spurred competition — will end with a stronger economy. At that point, all of these new ideas will be fully developed and commercially available. **BRS**

THE FIRST DIESEL ELECTRIC LOCOMOTIVE

This is the first diesel locomotive in America, a 300 h.p. switching and freight locomotive put into regular service by the Central Railway of New Jersey in 1925. It was built by the American Locomotive Company, General Electric and Ingersoll-Rand. The first demonstration unit was built in 1924 and tested on 10 railroads before going into regular service a year later.

Corporate Welfare

Almost unnoticed by most Americans, the Reagan Administration has accelerated a decades-long trend in U.S. tax codes which is dramatically shifting to the individual taxpayer the burden of supporting the federal government. While the President's rhetoric emphasizes reductions in individual tax rates, his tax bill provides huge loopholes and tax breaks for big business.

Henceforth working Americans will be required to pay a larger proportion of the federal tax bill, while corporations and private industry will be allowed to write-off an even larger portion of their responsibilities. The new tax law adds $9.75 billion in additional tax breaks for business in FY 1982. By FY 1986, tax expenditures for all corporations will more than double, from approximately $55 billion to more than $120 billion.

Each year the government spends enormous sums in subsidizing business, and the bulk of this aid goes not to small developing businesses but to large corporations. This corporate welfare system costs the taxpayers billions of dollars annually for which they receive little in return, and the new tax law exacerbates the situation.

Most corporate welfare provisions are not only unfair but also intensify our current economic crisis. Corporate welfare programs targeted to large businesses enable those businesses to increase their share of the nation's wealth at taxpayers' expense. Tax revenues often are used to pay for promotional and marketing activities which corporate America is well equipped to pay for itself. Those corporate welfare schemes which favor capital thereby reduce competition among industries and create unemployment, as new capital equipment is purchased, eliminating jobs in the process. Tax laws that allow multi-national corporations to defer taxes on foreign income or exempt foreign income from taxes, for example, stimulate direct foreign investment at the expense of investment in domestic industries, resulting in a loss of American jobs and tax revenues.

The corporate welfare system is firmly rooted in the American tax system. While subsidies to the poor are subject to intensive annual review, corporate subsidies are not so treated since they usually take the form of the indirect subsidies known as tax expenditures, a vast array of exclusions, exemptions, or deductions that affect both taxable income and the amount of taxes which people and corporations actually pay. They are called tax expenditures because their economic impact is no different than a direct payment or subsidy by the Federal government, except that they operate through the tax system rather than the budget.

Tax expenditures promote the domination of the economy by large firms at the expense of the small business sector in many disadvantageous ways. Tax subsidies encourage corporations to merge with one another simply for the purpose of earning tax credits, thereby aggravating "merger madness." Uneconomic tax expenditures enable large corporations to control entire industries through collusion and price fixing, discouraging innovation and long-term investment. Conglomerate management is particularly notorious for its preoccupation with short-term profits, rather than production, resulting in the ruin of many fine small businesses and communities. Evidence indicates that small firms produce most of the economy's technological advances, as well as most of its new jobs. Most corporate tax subsidies, however, benefit large corporations and discourage innovation, independence, and creativity in the corporate sector. In the decision of a 1949 anti-trust case, *Standard Oil of California (SOCAL) and Standard Stations, Inc. v. United States,* Supreme Court Justice William O. Douglas described the detrimental effects of industrial concentration:

> . . . the curse of bigness has largely been forgotten in high places. Size is allowed to become a menace to existing and putative competitors. Price control is allowed to escape the influences of the competitive market and to gravitate into the hands of the few. But beyond all that there is the effect on the community when independents are swallowed up by the trusts, and entrepreneurs become employees of absentee owners. Then there is a serious loss in citizenship. Local leadership is diluted. He who was a leader in the village becomes dependent on outsiders for his action and policy. Clerks responsible to a superior in a distant place take the place of resident proprietors beholden to no one. These are the prices which the nation pays for the almost ceaseless growth in bigness on the part of industry.

Tax laws and tax expenditures can be useful tools in encouraging businesses to promote the public welfare. Tax expenditures targeted to stimulate productivity, technological development, and the creation of jobs in the small business sector are necessary to insure a healthy and increasingly innovative economy. However, most tax expenditures are mere subsidies to corporations already highly profitable, and actually discourage innovation in the economy.

The new tax law drastically reduces the tax burden for large corporations and further aggravates the problem of corporate welfare. The so-called Economic Recovery Tax Act of 1981 is a gross violation of common principles of fairness and equity. A pure manifestation of U.S. corporate greed, it sharply increases the amount of government subsidies going to big business. Because of scheduled increases in Social Security tax rates, this so-called tax cut is actually a tax increase for most taxpayers. Sixty percent of American taxpayers who annually make less than $20,000 will pay out a greater percentage of their incomes in taxes during the next three years than they did in 1980.

President Reagan extolls the virtues of the free market while he swells this flood of government subsidies to large corporations. Some of the nation's most expensive and counter-productive tax expenditures include depletion allowances for "independent" oil and gas firms ($1.875 billion in FY '81), immediate expensing of intangible drilling costs ($545 million in FY '81), income deferral for controlled foreign corporations ($480 million in FY '81), tax credits for corporations investing in U.S. possessions ($1 billion in FY '81), Industrial Revenue Bonds ($1 billion in FY '81), as well as special capital gains treatment for many industries, and countless deductions for business entertainment expenses. In 1981 alone, indirect government subsidies to corporations totalled $49 billion, approximately the same amount of money — targeted to the poor — which Reagan cut from the FY '82 budget. Eliminating a single tax expenditure, which allows income from domestic international sales corporations (DISCs) to

be deferred for tax purposes, would save $1.6 billion this year, enabling Congress to fully restore all of the cuts made in the food stamp program for 1982.

When the tax bill goes into effect October 1, 1981, subsidies to big business will take many more billions out of the pockets of ordinary taxpayers. Additional business subsidies created by the new tax law include $11.7 billion for the oil industry alone over the next five years. One little known provision of the bill allows unprofitable companies to sell unusable tax credits and depreciation deduction to profitable companies at a cost to the treasury of between $10 and $27 billion through 1986. This outrageous and irrational change in the tax laws enables corporations that lose money to be subsidized by the taxpayers. This "backdoor" subsidy of unprofitable businesses, seemingly anathema to the "free market" philosophy of the Reagan Administration, will discourage U.S. businesses from channeling resources into investments that will improve productivity. The Joint Committee on Taxation estimates that federal revenues will fall $181.4 billion between 1981 and 1986 due to business and energy tax-cut provisions in the 1981 tax-cut bill. Much of this money represents new indirect subsidies to big business.

Tax expenditures as well as direct business subsidies — such as tobacco price supports, nuclear power programs, and synthetic fuel programs — are extremely costly. They insulate business from competition, lead to the misallocation of capital, and are grossly unfair. In failing to address the problem of government subsidies to promote corporate welfare, the President and the Congress are guilty of the purest hypocrisy.

President Reagan's claim that his economic program requires equal sacrifice from all Americans is a cruel hoax. As he indiscriminately hacks away at human welfare programs — Social Security, unemployment insurance, food stamps, Medicaid, etc. — Reagan leaves untouched the billions of dollars in subsidies for corporate welfare. Because of the massive raid on the U.S. Treasury by big business in the form of the tax-cut bill, because of the hidden and pernicious effects of tax expenditures on the health of our economy, and because billions of dollars are being indiscriminately cut from vital social programs while billions more go to support corporate welfare, we call upon the House Ways and Means, Senate Finance, and Joint Tax Committees to undertake an in-depth and thorough study of the harmful effects of tax subsidies which promote corporate welfare.

ESTIMATED TAX EXPENDITURES FOR CORPORATIONS IN FY 1982
Including only those categories involving more than $100 Million

	Millions of Dollars
Internal Affairs	
Deferral of income of domestic international sales corporations (DISCs)	1,830
Deferral of income of controlled foreign corporations	520
General Science, Space and Technology	
Expensing of research and development expenditures	2,230
Energy	
Expensing of exploration and development costs: oil and gas	1,895
Excess of percentage over cost depletion: oil and gas	535
other fuels	540
Alternative. conservation. and new technology credits: supply incentives	290
conservation incentives	375
Natural Resources and Environment	
Excess of percentage over cost depletion. nonfuel minerals	380
Exclusion of interest on state and local government pollution-control bonds	500
Exclusion of payments in aid of construction of water. sewage. gas. and electric utilities	110
Capital gains treatment of certain timber income	535
Agriculture	
Deductibility of noncash patronage dividends and certain other items of cooperatives	630
Commerce and Housing Credit	
Exclusion of interest on state and local industrial development bonds	1,245
Exemption of credit union income	125
Excess bad debt reserves of financial institutions	470
Exclusion of interest on state and local housing bonds for owner-occupied housing	655
Expensing of construction period interest and taxes	615
Depreciation on buildings (other than rental housing) in excess of straight-line	150
Asset depreciation range	3,895
Capital gains (other than agriculture. timber. iron ore. and coal)	1,020
Reduced rates on the first $100,000 of corporate income	7,590
Investment credit. other than ESOP's and rehabilitation of structures and energy	17,340
Community and Regional Development	
Investment credit for rehabilitation of structures	160
Education, Training, Employment, and Social Services	
Investment credits for ESOP's	820
Deductibility of charitable contributions (education)	310
Deductibility of charitable contributions. other than education and health	385
Targeted jobs credit	150
Health	
Exclusion of interest on state and local hospital bonds	450
Deductibility of charitable contributions (health)	190
Income Security	
Exclusion of interest on state and local housing bonds for rental housing	240
General Purpose Fiscal Assistance	
Exclusion of interest on general purpose state and local debt	4,315
Tax credit for corporations receiving income from doing business in United States possessions	1,095

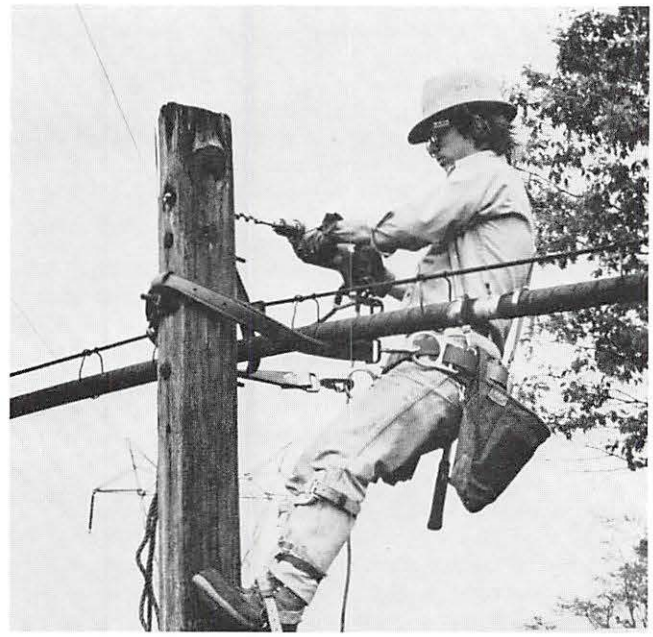
The estimates for corporate tax expenditures for FY 1982 in this chart were made by the OMB before the passage of the new tax law. *The total amount for all corporations is approximately $55 billion. The new tax law adds $9.75 billion in FY 1982 alone and $66 billion for corporations through FY 1986.*

Amateur Radio Operators

The Editors of The Signalman's Journal plan to initiate a monthly article featuring Brotherhood members who are amateur (ham) radio operators. If you operate a ham station, please send a "Q" card, a clear photograph (except polaroid) of you at your station and a brief resume of your railroad signaling career and amateur radio interest to The Signalman's Journal, P.O. Box U, Mt. Prospect, IL 60056.

Amtrak signalmen at work near Harrisburg, PA

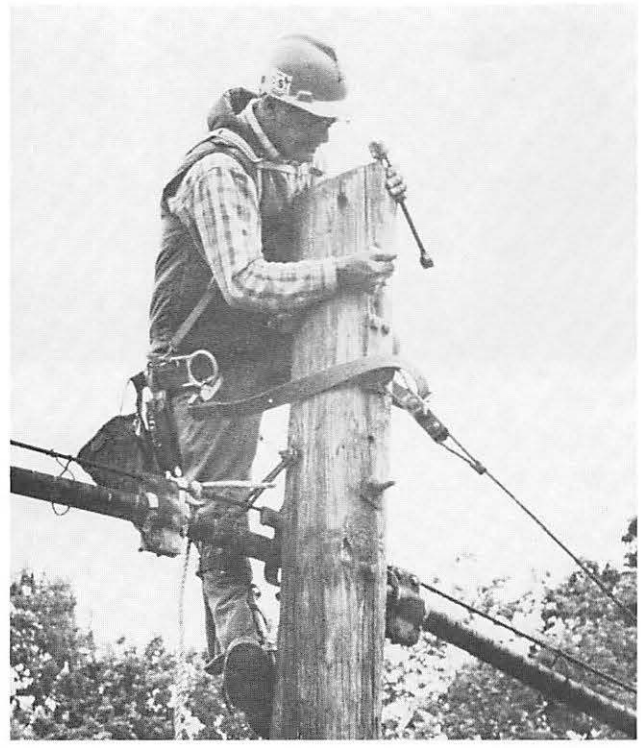
Putting up brackets to hang a cable is done by an Amtrak signal gang just east of Harrisburg, PA. Gary L. Wood, assistant signalman, on the pole is getting ready to take an electric drill from the handline pulled by Tom J. Helman, signalman on the ground.



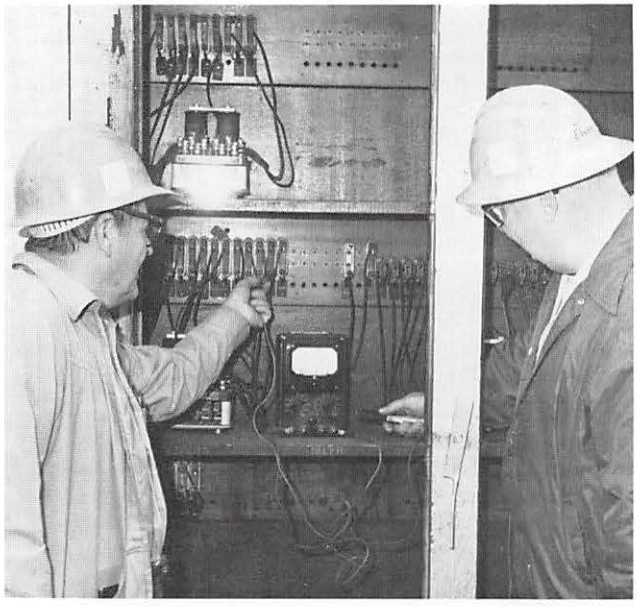
Drilling a hole through the pole for a new bracket bolt is done by Rusty L. Byus, assistant signalman.

Checking on adjustment of CP valves of an A-5 electro-pneumatic switch machine at Harris tower, Amtrak in Harrisburg, PA are Phil L. Conklin (left) signal maintainer, and W. E. Wenner, signal maintainer. Both are members of Conestoga Lodge 106.

Getting together with their general chairman are W. E. Wenner (left) signal maintainer; Bernard E. Britcher, general chairman, United General Committee; and Phil L. Conklin, signal maintainer.



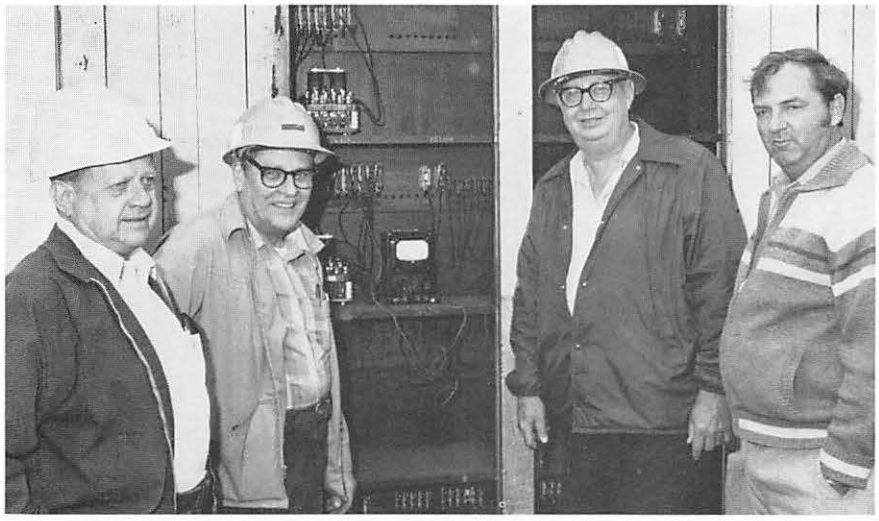
Working on the cable line is Donald H. Blyler, signal maintainer, who is a member of Conestoga Lodge 106, as are the other members of this signal gang.



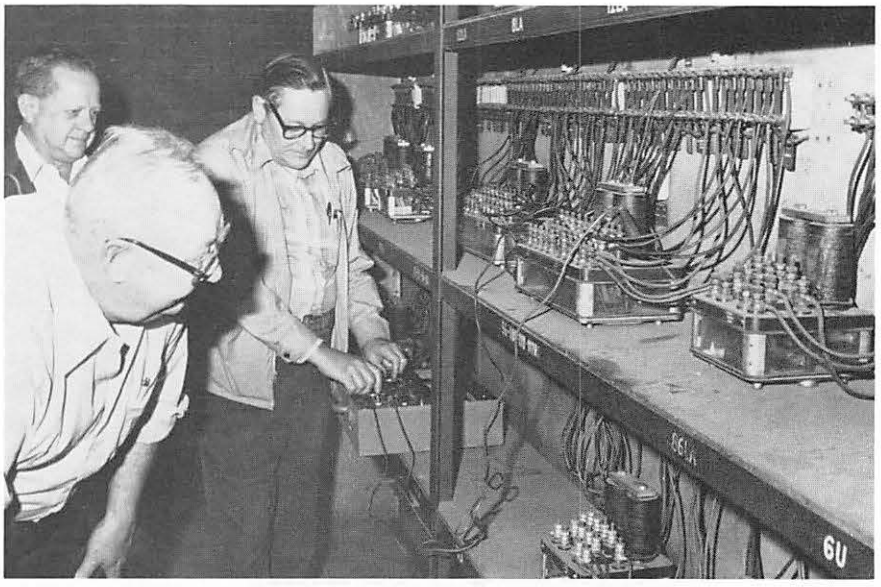
Checking voltages in an instrument case at Harris tower by the Amtrak passenger station in Harrisburgh, PA are Brothers George B. Kabroth (left) and E. E. Richardson, both maintainers of c&s tests.

Get a withdrawal card from your recording & financial secretary when leaving the Brotherhood due to resignation, furlough or dismissal.

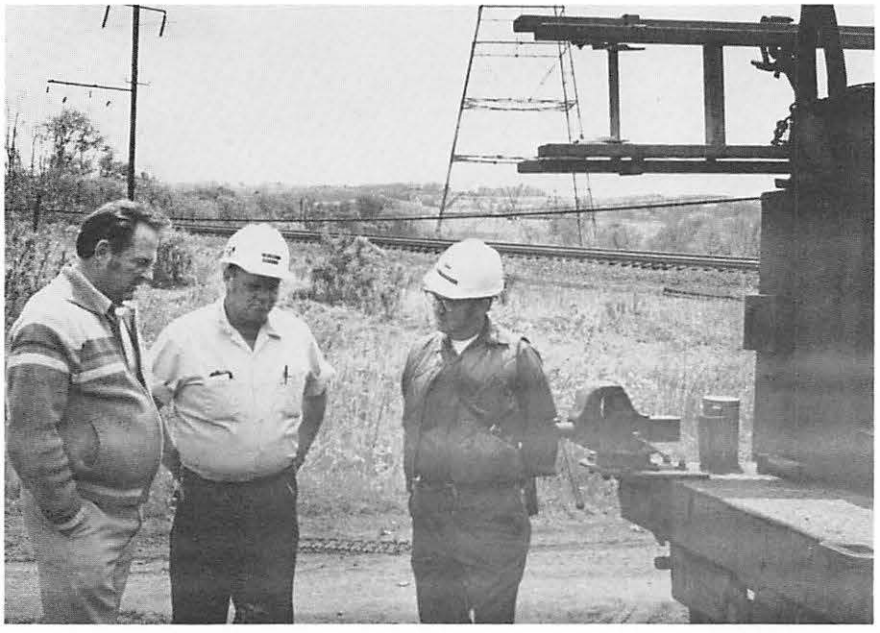
Enjoying a conversation are George B. Kabroth (left) maintainer of c&s tests, E. E. Richardson (center) maintainer of tests, Amtrak also; and Bernard E. Britcher, Amtrak general chairman. Brother Kabroth is local chairman and Brother Richardson is recording & financial secretary of Conestoga Lodge 106.



Posing for the TSJ camera at an instrument case at Harris interlocking at the Amtrak passenger station in Harrisburg, PA are (from the left): J. D. McClune, inspector of c&s tests; George B. Kabroth, maintainer of c&s tests and local chairman of Local 106; E. E. Richardson, maintainer of c&s tests and recording & financial secretary of Local 106; and Bernard E. Britcher, general chairman, United General Committee.



Observing the drop-out and pick-up of relay contacts and the voltages at which they occur are E. E. Richardson (foreground) and George B. Kabroth (right) both maintainers of c&s tests, Amtrak. Watching the operation between them is J. D. McClune, inspector of c&s tests. They are in the basement of Harris tower.



Discussing a pole line cable installation project on Amtrak just east of Harrisburg are Bernard E. Britcher (left) general chairman; Joseph H. Hemmis, signal foreman; and John M. Kruleski (right) assistant signal foreman. Brothers Hemmis and Kruleski are members of Local 106.

Working on a pole is Donald H. Blyler, signal maintainer. On the ground at right is Paul S. Lockard, signalman, (with rope) who will toss handline up to Brother Blyler so a drill and other tools can be hoisted to him atop the pole. Behind Brother Lockard is Brother Tom J. Helman, signalman. Watching from the left is John M. Kruleski, assistant signal foreman.

Save for the silver lining.

There's an old song that advises you to look for the silver lining. Certainly a good piece of advice. But here's some *better* advice! *Save* for the silver lining.

Oh, it's all right to look on the bright side and try to be optimistic about cloudy skies, but you've got to try and do something about them as well. Save.

Save enough to line those dark clouds. In fact, it's easy. Buy U.S. Savings Bonds through the Payroll Savings Plan. On the plan, you set aside a little each payday for Savings Bonds. And that'll chase some gloom away, right off. Knowing you're actually saving something on a regular schedule.

Of course, nothing can keep the dark skies away forever. But if they should appear, remember, Bonds can help you find the sunny side of life.

Take stock in America.

UNITED STATES SAVINGS BONDS

When you put part of your savings into U.S. Savings Bonds you're helping to build a brighter future for your country and for yourself.

Season's Greetings

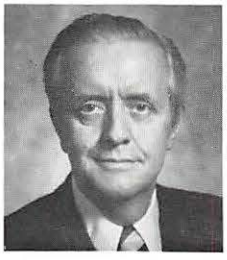
Tom Bates

Dink Best

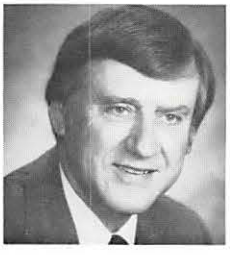
Bernie Britcher

Sally Dressler

Carmella Anderson



Pete Frye



Bill Class

Eileen Parker

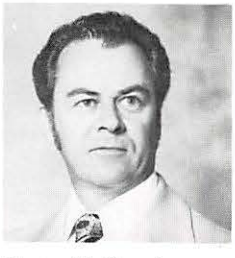
Merry Christmas

Happy New Year

As we approach the Holiday Season your Grand Lodge Officers and Staff wish to extend to all members of the Brotherhood of Railroad Signalmen and their families a most joyous Holiday Season with our desire that the New Year bring you much health, happiness and prosperity.

We also wish to take this time to express our sincere thanks and appreciation of your support in our continuing efforts to maintain the Brotherhood of Railroad Signalmen as a vital service organization.

Carole Dippong



Roger McCaughan

Walt Altus

Val Van Artsdalen

Butch Speakman

Chuck Chandler

Bill Gradl

Betty Powell

John Bass

Jackie Gorlach

Witt Harwell

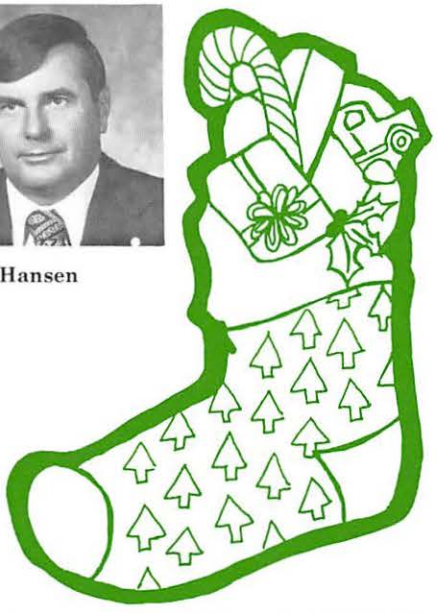
Tony Cunningham

Lee Rieger

Walt Lauer

Bernadette Bolton

John Hansen



Carolyn Speciale

Laurie Irvin

Marilyn Adams

Dan Pickett

John Platt

Grievance Handling

A key to successful grievance handling is for good communications between the member and his local chairman. The following will answer some questions as to what is a grievance, how should it be presented, and how grievances can be progressed.

The members of Brotherhood of Railroad Signalmen are spread out very thinly over the United States and Canada. Thus some members are unable (or find it difficult) to get to local lodge meetings to learn of the inner workings of the union and quite frequently do not see an officer of the organization to discuss their problems.

In the beginning of your service you soon become aware that a union exists and it has an agreement with your employer governing rates of pay and working conditions. Very likely you did not work very long until you were approached and requested to join the Brotherhood. If not approached you had an inward impulse or emotion to join up with the union and help support that which has secured the working conditions now enjoyed by signal department employees.

The first thing to do is to satisfy yourself that you have a grievance. It may be well to define what a grievance is. By referrring to the dictionary you will, among others find these definitions: "A sense of wrong or ground of complaint; a just or supposed ground of complaint; a cause of annoyance; suffering; grief; displeasure, etc." We refer to a supposed wrong that has been done to you under the working agreement.

To sense the wrong you must have a reliable document to determine what your rights are. Your rights are very definitely provided for in the Signalmen's Agreement; therefore, before you can properly determine that you have been done wrong you should have an agreement to consult and refer.

Should you have no agreement then another question arises: "Where can I get one?" As a rule these working agreements can be obtained from your general chairman or local chairman. The important thing is to get the agreement before reaching any conclusions as to your grievance.

What constitutes a proper grievance can originate from many causes. Shortage in your pay, shortages in expenses or traveling time, incorrect seniority date, failure to get a position when you were the senior bidder, improper rate of pay, improperly equipped camp cars, etc.

Should any of these things and others too, happen to you, you have a grievance. Therefore, it behooves you to determine if a rule in the agreement covers your grievance. If you have found the rule which you were not given the benefit of by the management, the next step is write it down in the form of a letter and send it to your local chairman. In some cases it may be presented in a local lodge meeting, depending on your ability to get to the meeting. You may have a legitimate grievance without a specific agreement rule covering the situation, though most grievances should show at least one agreement rule was violated.

Most agreements require that a claim or grievance must be presented within sixty days; therefore, if you think you have a grievance, do not delay — contact the local chairman promptly.

When writing your local chairman be sure to give him all the details and facts (don't hesitate to trust him as he was elected to the position because others trusted him) and all other information possible. You should remember that your local chairman is not a mind reader and for that reason you should give him all the details, as he, generally speaking, does not know the details unless you give them to him.

Among some of the facts and details you should furnish are: Your name, your address, what happened, when it happened, how it happened, why it happened, your rate of pay, assigned hours, relief day, list of witnesses if any, your headquarters, your title, your assigned territory (camp car, etc.), temporary or permanent position, length of service and class seniority, and how long you have held your present position.

All other details should be furnished in your statement in connection with your grievance. This may appear to be a long line of details and you may think the local chairman knows them all and in some cases he does. But this is the important thing to remember; it may be necessary to appeal the claim off the property and the higher officials in your union are handicapped unless all the detailed information is furnished with the grievance. If and when it may be appealed off the property two or more years may have elapsed and it is very difficult if not impossible to go back two years and pick up detailed information. Please remember that instances which result in grievances cannot be exactly re-enacted after a period of two or more years.

Upon writing all the information requested in your grievance, sign and date it and then forward it to your local chairman.

Having done all this our new members no doubt will be pleased to know what happens after his grievance is in the hands of the local chairman, but before we tell that let's see who and what the local chairman is.

In the first place he is a fellow employee of your seniority district working every day for a living just as you are. He has been elected to his position by a majority of the members of the Brotherhood on your seniority districts. Some of his duties as local chairman are:

1. To get new members.
2. Make every member a 100% unionist.
3. Get the fairest and best possible adjustment of working conditions out of the agreement for the members he represents.
4. Be sure that the management as well as the workers lives up to the agreement.
5. Keep the general chairman informed of the conditions on his seniority district.
6. Give assistance to members and local lodge officers when necessary.
7. Work to secure better social and working conditions for our members.

In nearly all instances he is required to perform most of his duties as local chairman after his regular day's work.

The importance of a local chairman has increased greatly in recent years. He is the key man at the first step of grievance procedure, but this does not detract from his importance, because the responsibility and success of a grievance rests very largely in having it started correctly. He knows that every grievance must be handled as though it will be eventually appealed to a Board off the property for a final decision. Your local chairman is an important part of the long line of procedure towards the handling of any dispute to a successful conclusion. Your local chairman is really the backbone of the Brotherhood insofar as grievances are concerned; the link between you

and the management.

To successfully prosecute a grievance he must have your faith and confidence. The grievance committee system has developed because, as unions have grown in size and scope, it became impossible for the general chairman or Grand Lodge officers to keep in close touch with all the members. You need someone that is familiar with local conditions and is in a position to handle a grievance locally with an understanding of local conditions.

The agreement was negotiated to secure the most good for the most members and the local chairman is the local enforcing officer of the agreement.

The local chairman needs a strong membership behind him. Without this he cannot do a good job. Help your local chairman by being a good strong member and do your bit towards securing new members. Enthusiasm and sincerity are contagious.

The presentation and successful handling of grievances puts life into the Brotherhood, so do not hesitate to present and progress your grievance when and if you have one.

But let us return now to what happens to your grievance when received by your local chairman. He receives it and there attempts to determine whether it is a proper grievance. If it is proper he proceeds to handle it for correction with the local management. Sometimes it can be corrected by correspondence and on other occasions it is necessary to hold a conference with the local management.

If the dispute cannot be disposed of with the local management, then it becomes necessary to appeal it to higher authorities in management. In some cases it becomes necessary to appeal it off the property for decision. This is a slow process and usually requires a lot of patience on the part of the member and many headaches for the higher union officers who are attempting to secure a decision in favor of the member who presented the grievance.

In some cases the local chairman may feel that your claim is a "borderline" grievance and cannot decide whether it justifies further handling. In this event he either submits it to his local committee or the local lodge for their consideration. If it is decided that your grievance has no merits it is returned to you with an explanation as to why it has no merits. However, this does not necessarily prevent you from further handling of your grievance. If you feel that you have not been treated fairly you have the right to appeal over these decisions against you. The procedure for appeal under these circumstances is set up in our Constitution. Incidentally, the Constitution is available and can be obtained from the recording secretary of your local lodge or by writing direct to W. D. Best, secretary-treasurer, who will send you one. Whether the union handles your grievance or you handle it on your own, the procedures and time limits must be observed.

Then again the local chairman may determine of his own volition that your grievance has no merits in which event he will return it to you with an explanation. It naturally follows that you have the right to appeal his decision as in the case previously cited. However, in these instances we urge each member to use discretion and good judgment when appealing cases as local chairmen as a rule desire and endeavor to secure justice for our members and will not reject a grievance just because he does not like you.

On the other hand the local chairman would prefer you to appeal the grievance rather than hold a grudge against him. Your local chairman appreciates the fact that he is human and subject to errors.

Under no circumstances should you elect to handle a grievance with your local management. This is very important and should not be attempted. The union has a duly authorized representative to do this for you and he can do it better. When and if a member handles a grievance with local management it indicates to them a weakness on the part of the organization. It is vitally important that a united front be made apparent to the management at all times. There should be no "private grievances" because the agreement is not private. It belongs to all the members in the signal department and should be administered by the duly authorized representatives.

Last but not least with respect to a grievance. When presenting a grievance do not hesitate to reduce it to writing, state all the facts and sign it in your own handwriting.

A few words with respect to violation of the agreement. Every member should appreciate the difference between a violation of the agreement and a grievance. A violation constitutes an act where the management has not complied with the agreement, such as bulletining a job; giving our work to an outside person; failure to issue a seniority roster; or refusal to properly conduct an investigation or hearing. Such actions by the local management need not be supported by a written signed statement as in a grievance. Violations of the agreement are comparable to violation of civil law and we have our committees to enforce them. Violations of the agreement by the management are matters to be corrected by the committee and are commonly referred to as "committee cases." We repeat that a grievance usually involves improper compensation, expenses, travel, seniority date, etc., of an individual. A violation of the agreement comprehends something that affects all members either directly or indirectly.

Also we want to emphasize the necessity of our members progressing a claim once you consider that you have a grievance. Regardless of all hindrances you may encounter, insist on the handling of your grievance and if you cannot get results give careful consideration to appeal through the proper channels. This organization can be only strengthened by a strong body of members. Those who stand by and meekly say they won't handle my grievance are not a credit to the Brotherhood. We want every member to be a fighting one and insist upon his rights. Your higher officers in the Brotherhood are no stronger than the support given to them by the individual members. Every man is loved for what he goes out and gets, not for what he permits someone to hold or take away from him.

Our final message to the membership is a vital and important one. On numerous occasions we are informed that a member when in difficulties such as motor car accidents or other incidents for which discipline may be administered, agrees to an investigation or hearing without the benefit of a representative. This very often results disastrously for such an employee. We have in the past and again want to emphasize the importance of taking your representative with you when called into an investigation which may result in discipline being administered. The agreement provides for a fair hearing and it can only be assured when you have a duly authorized representative with you. Your committee is severely handicapped in successfully progressing a grievance when a member elects to attend an investigation or hearing without his general or

local chairman.

We hope you will take kindly to these suggestions. They are presented to you in an effort to acquaint our members with their rights under our Constitution and agreements. Read the Preamble of our Constitution. This article is, in principle, conveying to you one of the precepts of the Preamble. Here is the Preamble:

"Attend Local Lodge Meetings

Local Lodge meetings form the roots of our organization. From them come the views and desires of our members, which guide Local Lodge, General Committee, and Grand Lodge Officers in formulating policies for the betterment of working conditions. Further, all Local Lodges have their own problems, such as grievances and maintaining a strong attendance at meetings. Hardly an event can take place at a meeting that does not affect every member in the Local Lodge. Those who fail to attend not only run the danger of missing out on decisions directly affecting themselves, they also retard the broader aims of the organization to improve the working conditions of all members. If it were possible to devise a more just and efficient method than meetings to act collectively and unify ideas of large groups of men for their own welfare, somewhere, long before now, in the development of self-governing bodies the substitute would have been discovered. Just as governments are strong in proportion to the interest and support of their peoples, so do labor organizations progress according to the will of their members to give all their support to the most important activity of their organization — which are the Local Lodge meetings." BRS

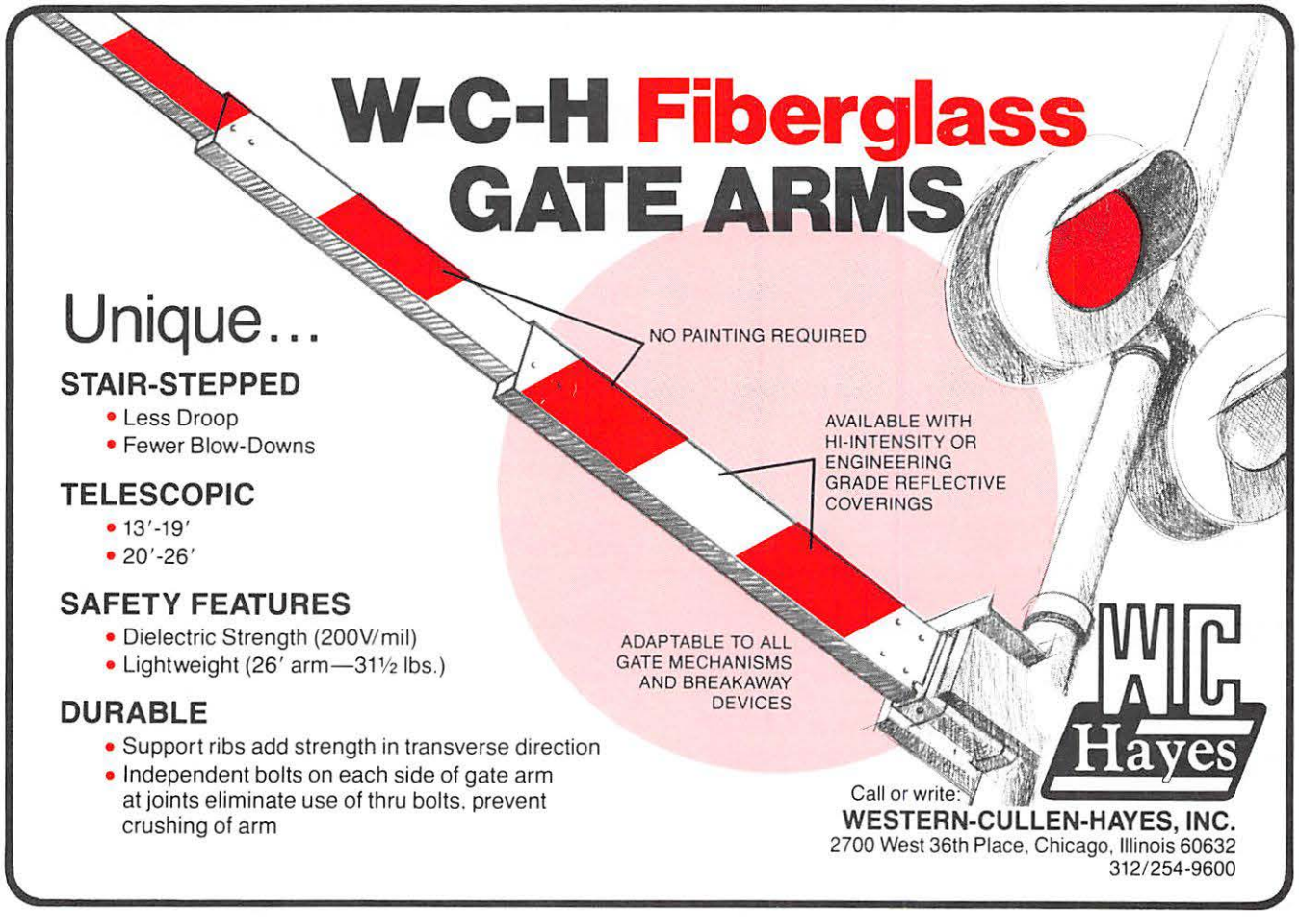
Wisconsin Senator Wants Social Security Funds to Draw Higher Interest

Senator William Proxmire (D-Wisconsin) said the $47 billion social security reserve fund made only 8.3 percent on its investments in 1980. The low return-on-investment was due to purchase of low-paying "special issues" from the Treasury. Over 90 percent of reserve funds were so invested. Investments in other securities could have bolstered the reserve fund by an additional $2 billion, according to Proxmire.

He charges that part of the problem is caused by a conflict of interest within the system. The secretary of the Treasury is a reserve fund trustee, but doesn't want to pay the fund higher interest rates. If the fund purchased more treasury bills at higher interest rates, social security's increased earnings would be a loss to the Treasury. Proxmire said the trustees make a practice of holding the low-yield special issues for fifteen years, thus cutting interest.

The trust fund belongs to the contributors, not the Government, according to the Senator. He proposes an expansion of the Board of Trustees to include four public members. The Board would then receive a mandate to obtain the best possible rate of return consistent with investment safety.

Proxmire will try to attach his proposal to any active Social Security Bill. Although it is opposed by the administration, some finance panel Democrats and a few Republicans are offering support.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Wells on Health

By **Marion Wells**
Research Director,
American Physical Fitness
Research Institute

Antibiotics

The old adage that familarity breeds contempt has taken on a frightening new meaning . . . the resistance of bacteria to antibiotics.

Modern medicine has used antibiotics to take aim at a host of dread diseases. But there's a danger. It seems if these medical weapons are overworked, they may not work as well after awhile. In time, with prolonged exposure, bacterial germs may develop strains which can snub their noses at the drugs. We're told that in England and Wales, virtually one hundred percent of patients with urinary tract infections used to respond to the antibiotic ampicillin. Now one quarter of the cases do not. And that's just one example.

The consequences are of such concern that scientists from twenty-six countries have recently issued a plea for prudence. Dr. Stuart Levy of Tufts University School of Medicine points out there are perils on both a personal and a planetary level.

One big worry, says Levy, is the amount of antibiotics piling up in the environment. Plants and animals are being dosed with many of the same drugs we depend on to fight human diseases. It's been estimated that almost half the antibiotics used in this country are used in animals. Animal feeds containing antibiotics can be purchased over-the-counter, without a prescription. And there are cases where plants have been treated with such drugs as tetracycline and streptomycin.

The more of an antibiotic you add to an environment, the more bacterial resistance you're apt to find. But there's something even more scary, Levy reveals. The ability to resist antibiotics is something bacteria carry on a piece of genetic material called a plasmid. When bacteria are fruitful and multiply, plasmids can be passed along to the daughter cells. But if bacteria with resistances to different drugs meet and multiply, more than one resistance may be passed on to the offspring. You may wind up with bacteria that can withstand the assault of up to four or more antibiotics, not just one.

What happens in the innards of a human being is similar to what takes place in the environment overall. One of the worst things you can do, says Levy, is get sick and swallow some of your own or someone else's antibiotic leftovers. You may be taking the wrong drug in the wrong amount for the wrong ailment. For instance, antibiotics don't work against cold and influenza viruses. Meanwhile, taking them needlessly may help to promote a buildup of resistant bacteria in your system. Do it enough and it could cause problems later on when you develop an illness that really does call for one of these drugs.

Levy adds that nowadays we tend to think if a little is good, more is better. Not so. Too much of a good thing can often be bad, even when it comes to such basics as food and water. He offers a few simple suggestions to help reduce antibiotic abuse.

1. Resist the temptation to insist on a prescription every time you go to the doctor. Remember, antibiotics aren't appropriate for every ailment.
2. Don't stockpile these drugs. Throw out leftovers promptly.
3. Don't dose yourself. Similar symptoms don't always mean you have the same ailment you or a friend received a particular antibiotic for before. It takes a doctor to make the diagnosis. At times special tests may be needed to identify the type of bacteria causing your illness and determine which antibiotic would be most effective against it.
4. Follow your physician's and pharmacist's directions on how to take the drug. This will minimize the chances of drug interactions and maximize the chances that the medicine will work the way it's supposed to.
5. **Don't decide on your own** to discontinue an antibiotic before you've completed the drug cycle your doctor has prescribed. **Check with your physician first.** Just because symptoms fade doesn't mean the infection is out of your system. Stopping too soon might lead to a flareup requiring more medicine. You may wind up taking more antibiotics, not less.
6. By the same token, don't take more of a drug than the doctor orders. This can increase the risk of toxic effects.

Levy would like to see more restraint in the use of antibiotics on plants and animals, especially when it comes to ones that are needed to treat human diseases. He adds that nations and peoples and all living things are interconnected. Antibiotic abuse is a global problem different countries are reassessing, each in terms of its own situation. In Third World Areas the problem tends to be much more severe than here.

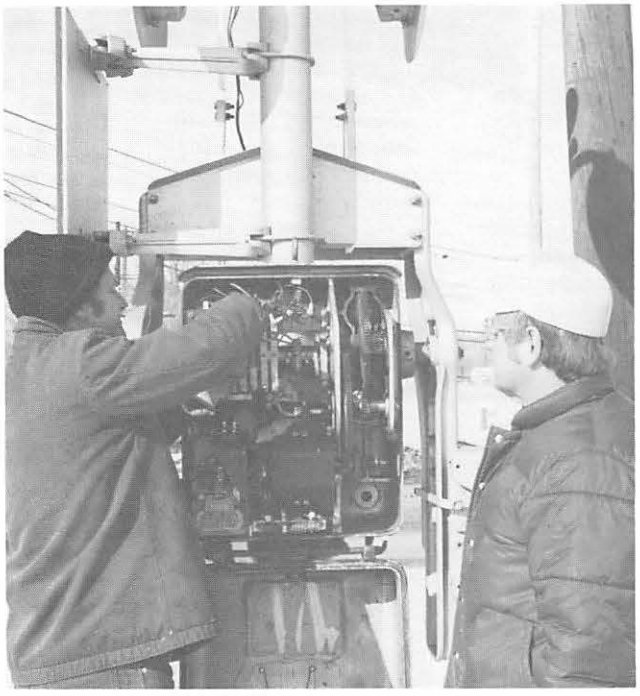
He and others warn that if we keep overworking antibiotics, we may have to keep coming up with new ones which are more costly and generally more toxic. But there's a bright side. If we stop flooding the environment with the drugs, Levy says, over a period of time the population of resistant bacteria will drop back to the previously low levels normally found in nature.

How to spend without worry.

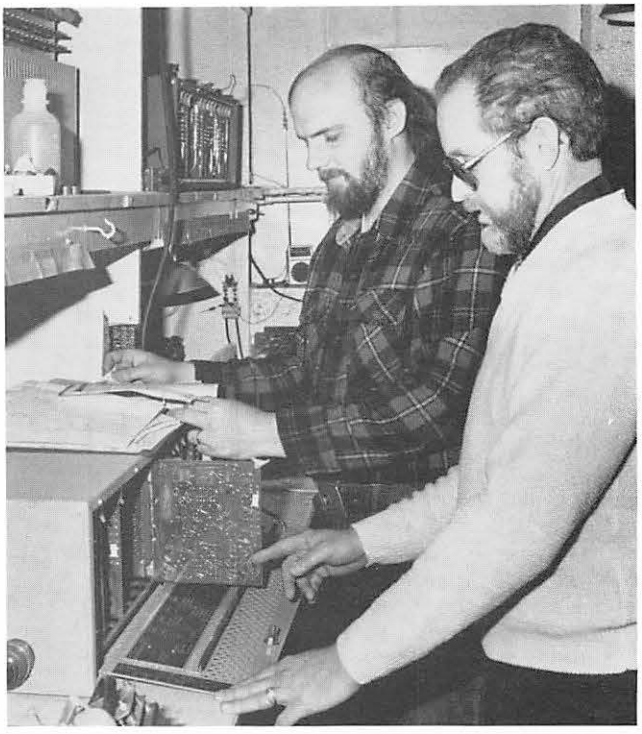
Buying the things you want makes you feel good. But spending that "little extra" you *should* be saving makes you feel guilty. And you worry.

One answer is to buy U.S. Savings Bonds through the Payroll Savings Plan. They'll take out that "little extra" from each paycheck for Bonds.

You're automatically saving the amount you want to save, without ever seeing it. So you *can't* spend it. You won't even miss it. But you can spend what's left of your pay (after bills) without feeling guilty. Without worry.

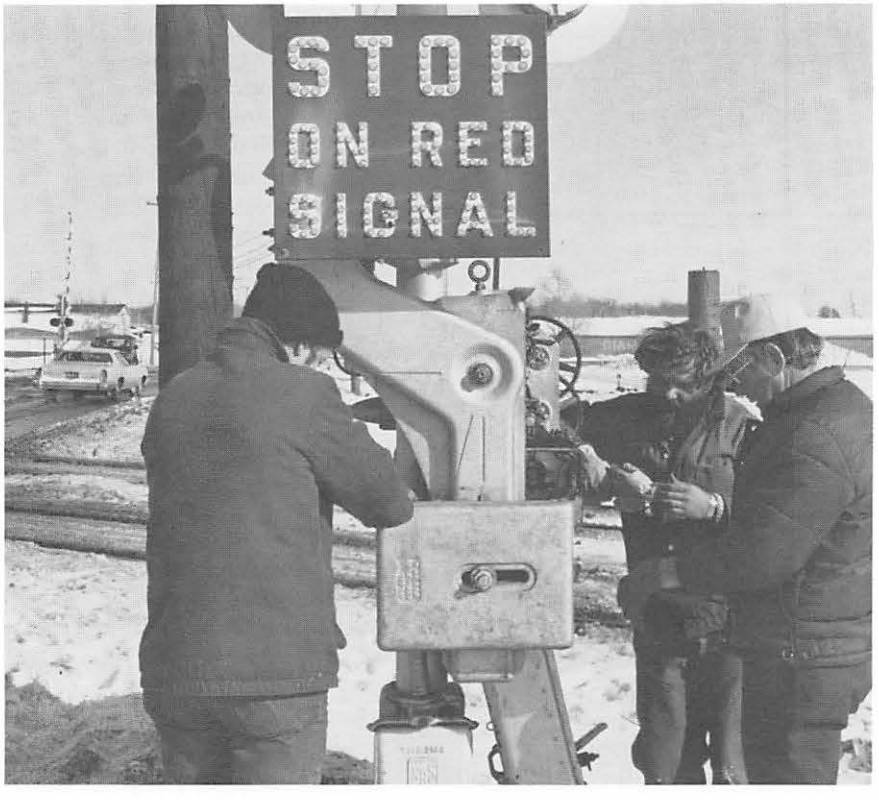


Checking contact pressure where a gate mechanism was replaced is Marshall Jaeger, assistant signalman, as Don Horn, signal foreman, watches. They are members of Durand Lodge 14, work for Grand Trunk Western, and are at Emmett Street crossing in Battle Creek, MI.



Explaining how checks are made on Grade Crossing Predictors is Cliff Graw (left) signal technician, GTW at Battle Creek to Robert C. Buck, local chairman, Local 14 and vice general chairman, Northeast General Committee.

GTW signalmen at work



Checking to see that the replaced mechanism at Emmett Street in Battle Creek, MI, is working properly are Marshall Jaeger (left) assistant signalman; Joe Whitmore, leading signalman; and Don Horn (right) signal foreman. This crossing was featured on the front cover of the January-February 1980 issue of TSJ. Some sharp-eyed people pointed out that the flashers on either side of the street were not synchronized. Our GTW friends report that because of double-track territory, two flasher relays are used, one for each side of the street. They usually start in synchronization, but may get out of sync momentarily.

WHY MR. PRESIDENT?

The following letter written by Mrs. Elda C. Myers, the spouse of a retired signalman eloquently expresses the concern shared by thousands who have had retirement benefits reduced by the actions of Congress. Our thanks to Mrs. Myers who has graciously granted us permission to reprint this inspiring letter.

President Ronald Reagan
The White House
1600 Pennsylvania Avenue, N.W.
Washington, D.C. 20500
Dear Sir:

I listened to your speech September 24, stating you would like a 12% cut in spending for 1982 to help balance the budget. I never dreamed I would receive a letter only a few hours later stating part of my pension would be reduced by 21% October 1, 1981.

I was receiving $166.96 a month from railroad retirement. The cost of living increase in July's check was $1.77 per month; slightly over 1%. The letter states that since $118.17 of this amount is a windfall benefit, I will have $24.82 less a month or a 21% reduction. My husband had 34 years of covered railroad employment.

The same day I received the above mentioned letter, you stated, words to the effect, that Wall Street didn't worry you because you didn't have any stocks. Can I assume it doesn't bother you that low income people or retirees will be hurt since you are in neither bracket? When I was very young I heard the story of Robin Hood; how he was supposed to rob the rich and give to the poor. Is this administration going to reverse that and rob the poor to give to the rich? (I'm referring to proposed tax breaks and huge oil profits along with cuts in social services.)

Budget Director D. Stockman, in discussing cost of living increases, said housing increased the rate which these increases were based on and senior citizens usually don't buy homes. In case he doesn't realize it, retirees still need hospitalization insurance. In 1 year, my husband's premium increased 65.2%, mine 20.87%, and senior citizen or not, we all pay the same when we purchase food, fuel, electricity, etc.

An editorial this summer stated it cost about $11 million to support three retired heads of state. An additional $12.5 million to be used to maintain presidential libraries. Our tax dollars also pick up the full cost of offices, staffs, bodyguards, medical care, (What! No insurance to pay?) magazines, cable TV, even washers for leaky faucets. On top of all this, former President Ford's phone bill in 1980 was $34,910 (approximately $5,000 less than 1979). When he was campaigning heavily for the Republican ticket last year, Secret Service agents ran up expense accounts of more than $73,000 plus additional expenses of $24,000 in a 6 month period for rooms, meals and communications. Is this considered a windfall or just a plain give away? To the low income person this could be lavish living at taxpayers expense.

The Railroad Retirement Act was amended in 1974. I believed it to be discriminatory. July 25, 1976, a front page story of a city newspaper had this heading — "Railroad pensions cut by $2 billion." The story stated in part that 130,000 beneficiaries would lose an estimated $80 million a year for the next 25 years, or $2 billion. Railroad retirement had been tied in with Social Security. Now the Social Security is in financial trouble. Surely not because the two systems were joined since the interchange of payment from Social Security has cost the railroad retirement system $150-$200 million annually. Nearly $1 billion over the last 5 years. Imagine the interest that would accumulate.

We have had such an influx of imports over the past decade as to imperil our factories causing many to close their doors. A loss to the Social Security System financially.

I am not writing with the hope of getting the 21% reduction back but to seek information to make me more knowledgeable by asking some questions.

(1) How much, % wise, do taxpayers fund government pensions? Is this considered a windfall?

(2) Can persons in government employ draw dual benefits upon retirement? If so, how much were they reduced to help balance the budget? 21% or less, or perhaps none?

(3) How many fringe benefits, such as unnecessary congressional junkets, etc., could be eliminated to help balance the budget?

(4) What % of increase did government employees receive in cost-of-living or salary in 1981, and were they reduced?

(5) What are the unemployed, whose benefits have expired and are too young for pensions, to do for living expenses? Are soup lines in the near future?

I read in the paper where the U.S. Senate approves a higher limit on tax deductions members of congress may claim for living expenses in the Washington area, and wipes out any limitation on what they may earn from outside speaking engagements. ????

I am sending photocopies of this letter to many people and would appreciate a prompt reply where you all stand on issues and questions which I have mentioned.

It is with hope that you had the patience to read this through that I am,

Sincerely,
Mrs. Elda C. Myers

Get a withdrawal card from your recording & financial secretary when leaving the Brotherhood due to resignation, furlough or dismissal.

News From Canada

Pens at the ready for the signing were handled by G. S. Pearson (left) chief engineer, DW&P, and Roger E. McCaughan, grand lodge representative and general chairman, BofRS

A. G. Cunningham Appointed Trustee

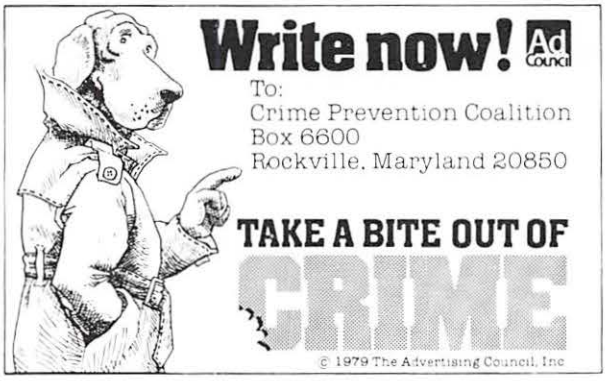
Brother A. G. "Tony" Cunningham was appointed to the Grand Board of Trustees by President R. T. Bates, with the approval of the Grand Executive Council, on September 22, 1981.

Brother Cunningham will fulfill the term of Brother Victor Matity who has accepted a managerial position with Canadian Pacific Railway.

Cunningham was born June 13, 1938 in Montreal. He began his railroad signaling career with Canadian National in 1959 and was elected Local Chairman of Young Pioneers Lodge 118 in 1969. On September 1, 1977 he was appointed to the position of General Chairman and General Secretary-Treasurer of the Canadian General Committee.

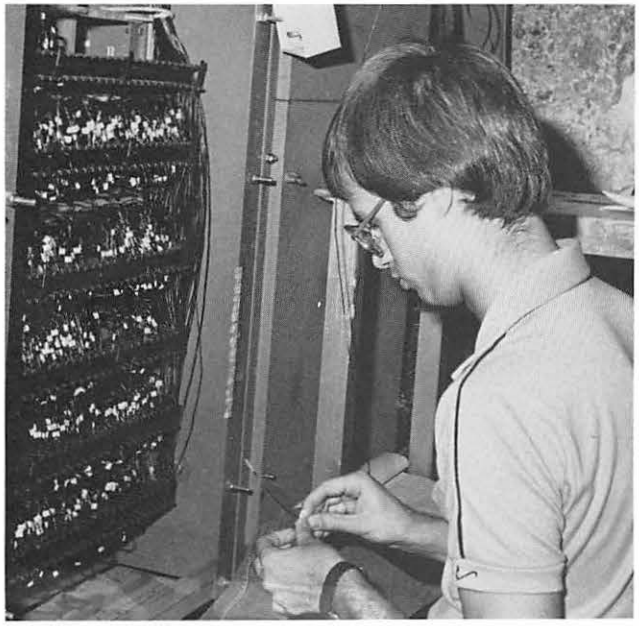
Brother Cunningham previously served as a member of the Grand Board of Trustees from 1976 to 1979.

Signing a new agreement on the Duluth, Winnipeg & Pacific was a happy occasion. R. A. Olson (left) is the railway's labor relations & personnel officer. Roger E. McCaughan (right) is grand lodge representative and general chairman for the Brotherhood of Railroad Signalmen.



Computerized ctc machine at Winnipeg controls about 290 miles of line from Symington yard, Winnipeg to Rainy River and from there to Antikokan. Actually three segments of the line are under this control machine: (1) Winnipeg to US border, (2) US border to Ft. Francis and (3) Ft. Francis to Antikokan.

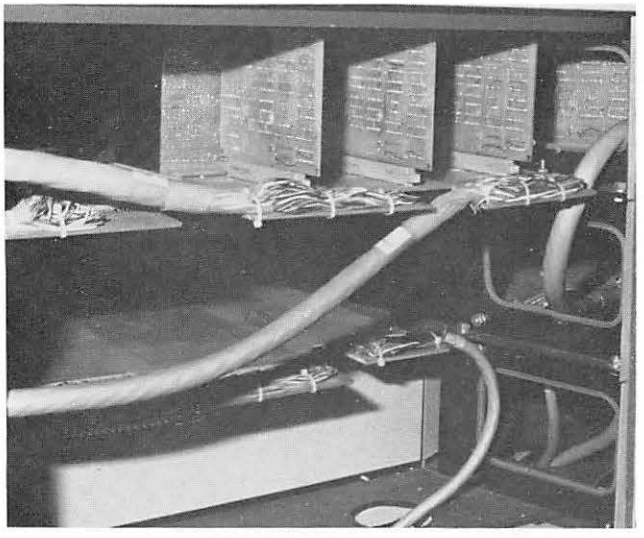
CN signalmen at work in the Winnipeg area



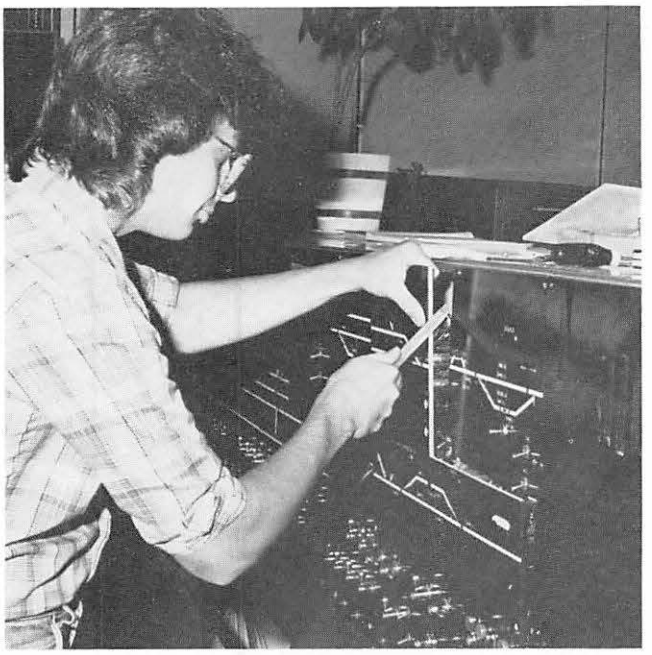
As part of the signal changes made in the ctc territory under control from Winnipeg, many wiring changes were made at the office end to control equipment in the basement of Winnipeg CN passenger station. Dave Mestdagh, signal apprentice of Saskatchewan Lodge 203, is putting individual wires from a control cable onto terminals of a plug-coupler.

Wiring power siding controls at the office end in Winnipeg is Rob Stirbisky, signal apprentice and a member of Winnipeg Centre Lodge 12.

Checking the tape readout on hotbox detectors is G. Willms, signal technician, and a member of Winnipeg Centre Lodge 12. Readouts in the hotbox detector scanners in territory under Winnipeg dispatchers are brought into Winnipeg where a specialist reads and interprets the tapes, alerting dispatchers of alarm conditions.



Printed circuit boards control displays, each board handling one segment of the machine.

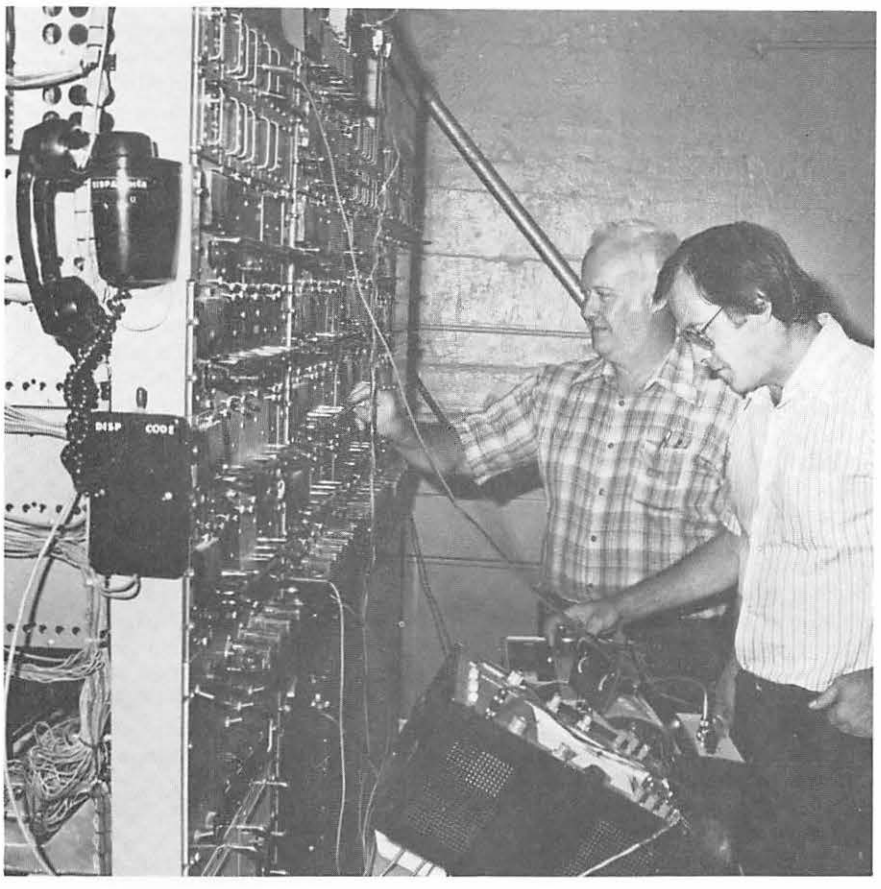


Changes in the Winnipeg terminal require replacing a section of the faceplate on the ctc control machine. Darryl Honer, signal apprentice, is filing edge of the new insert so it will fit properly. Brother Honer is a member of Saskatchewan Lodge 203.

Checking plans for wiring changes to be made in the Winnipeg terminal area are Gary Henriksen (left) leading signal mechanic, Terry Rafter (center) leading signal mechanic and local chairman Winnipeg Centre Lodge 12; and John Rzepa, signal assistant.

Signals from hotbox detector scanners on lines under control of Winnipeg dispatchers are sent via carrier into a central readout office.

Carrier equipment at the Winnipeg end is checked by Irvine Rosborough (left) and Robert R. Rochon, both signal technicians and members of Local 12.



Checking hotbox detector recorder voltage are Dennis Shewchun (left) signal maintainer, and G. Willms, signal technician. They are members of Local 12.

Another increase in interest rates for U.S. Savings Bonds.

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Growing Bigger...Faster.

That's the good news about U.S. Savings Bonds. The Series EE Bonds you buy today grow bigger, with an increased interest rate of 9%. And they do it faster, with a shortened maturity period of only 8 years. Interim rates have been improved, too. Bonds earn 6% after 1 year and 8½% if held 5 years.

These changes make Bonds much more desirable. And with the Payroll Savings Plan, it's easier to save more, in a shorter time.

In fact, almost all outstanding Savings Bonds will benefit from a 1% increase to their next maturity.

So take another look at Bonds. They're still easy to buy through the Payroll Savings Plan; they're safe, guaranteed. Take a look at the tax benefits. The new interest rates. The shortened maturity. And you'll see Bonds do make sense.

For you, and for your country.

Take stock in America.

UNITED STATES SAVINGS BONDS

"OPERATION LIFESAVER" LEADERS CONCERNED ABOUT REDUCING RAILROAD GRADE CROSSING FATALITIES

The 1981 "Operation Lifesaver" National Symposium held in late August at Indian Lakes Resort in Bloomingdale, Illinois, brought together for the first time en masse the national and state coordinators and other key leaders involved in railroad grade crossing safety.

The intent of the Symposium, sponsored by the Federal Railroad Administration and the National Safety Council, was for "Operation Lifesaver" leaders to share with each other some of the accomplishments of their state programs and to look toward the future and continued success. So far 29 states have established programs, more than 10 in just the last two years. The Council serves as national administrator of the program under funds provided by Amtrak and the Association of American Railroads.

Although an audience of more than 100 safety representatives from the railroads, government, industry and other organizations were cautioned by speakers not to rejoice too early over the fact that grade crossing fatalities, accidents, and injuries have decreased significantly in the last three years, there was no denying that things are looking up.

Since 1978, deaths at railroad grade crossings have declined by 25 percent, from 929 that year to 708 in 1980, according to FRA statistics. Not only have fatalities decreased, but also the number of injuries and accidents, by 15 percent and 11 percent, respectively. The Symposium made clear the "Operation Lifesaver" leaders believe their program has helped reduce these statistics and save lives, but they stressed improvements in the design and placement of warning devices also have played a significant role.

Illinois' Secretary of State, Jim Edgar, an active campaigner for traffic safety programs, opened the meeting on a note of quiet optimism. "Operation Lifesaver," he said, has helped improve grade crossing safety, but "there are still nearly 1,000 persons killed every year at U.S. crossings."

Edgar believes the key to reducing grade crossings accidents is an expanded education program. "Illinois has done a good job in making grade crossings safer for drivers through technical improvements. But there should be more public instruction to reach greater segments of the population, not just those already involved like us here." On a personal note, he recalled his recent experience as a spokesman for grade crossing safety in the filming of a television public service announcement. Standing close to a moving train, he said, provided him with a fresh perspective of the dangers involved at grade crossings and exemplified by the OL message, "Trains Can't Stop."

Continuing on a personal plane, Richard Schiefelbein, deputy administrator for FRA, said during his childhood he frequently heard about or witnessed grade crossing accidents. Schiefelbein was raised on Chicago's South Side where, in his estimation, "there are more grade crossings than streets." As he told it, such accidents were so common in his neighborhood that he and his friends thought nothing of them. "They seemed beyond our control," he explained.

This attitude persists today, according to Schiefelbein. "There is a tremendous complacency and little awareness among the public of the dangers at railroad grade crossings. Statistics show now about 800 fatalities a year. Compare this figure with the 50,000 and more persons killed in traffic accidents annually and it doesn't seem so significant. But looked at another way, 58 percent or more than half of all railroad-related fatalities occur at railroad grade crossings.

"We've got to find a way to end the senseless carnage," Schiefelbein urged. While praising the "Operation Lifesaver" program, he, like the others, believes education is only partially responsible for the improvement in the accident situation at grade crossings. The other half of the story lies in the continuous research and upgrading of warning devices by the railroads and government transportation agencies. He cited several test projects underway at selected crossings in Boston, Chicago, Memphis and Salt Lake City involving the use of constant advance warning systems.

John Schercinger, manager of highway-rail program for the Association of American Railroads, also stressed engineering, but noted the benefits of education. This past June, he said, AAR President, William H. Dempsey, testified before a Senate subcommittee imploring that Section 203 funds for highway-railroad grade crossing engineering safety improvement programs not to be cut off.

In his testimony, Dempsey said, "Operation Lifesaver enhances and compounds the benefits of the engineering improvements that have been made possible through the 1973, 1976 and 1978 highway acts . . . These programs have paid off and they should not be left to flounder in midstream."

National Safety Council President, Vincent L. Tofany, supported Dempsey's testimony in his June statement before the same subcommittee. Tofany also called for the continuation of the Section 203 program.

Schercinger summed up what seems to be the consensus among "Operation Lifesaver" proponents about how the grade crossing accident problem can continue to improve through education and engineering. "It is our responsibility to understand and ensure that these independent yet related programs — "Operation Lifesaver" and the National Engineering Safety Improvement Program — flourish and can be justified for the time, expense and personnel that are committed to enhancing the environment of the highway-railroad interface."

One question that continuously absorbs persons involved in grade crossing safety is why people get themselves killed in accidents with trains. This question was not neglected at the Symposium. The generally accepted reasons why motorists flirt with death at the crossing are that they either are too impatient to wait for a train to pass or they are oblivious to an approaching train. The impatient ones, the theory goes, ignore warning devices and lowered gate and charge across the tracks in an effort to "beat the train." Others ignore their surroundings; they may be absorbed by the radio or daydreaming. Bob Wiedrich, columnist for the *Chicago Tribune* and prolific writer on the subject of grade crossing safety, provided yet another reason why close to 1,000 people lose their lives at crossings every year.

According to Wiedrich, the public's growing disrespect for the law is manifest in the grade crossing

accident problem. He said this disrespectful and discourteous attitude of Americans is evident in the way many of them ignore warning devices and lowered gates when they approach a grade crossing in their motor vehicles; they insist on taking the right-of-way even in the face of an oncoming train.

He said one reason the public generally has little regard for the law is that the courts have given greater leniency to traffic offenders and criminals over the years. "If a young person runs a stop sign or a red light because he knows traffic enforcement is lax in his town, why should we expect him to respect the danger inherent in the warning lights and lowered gates and ringing bells of a railroad crossing?"

After the keynote speeches, many of the "Operation Lifesaver" state coordinators described how their programs have provided greater safety at the crossings. They emphasized that the participation of many different groups in the program at the grassroots level — in the communities — is the best way to communicate to the public the potential hazards at a railroad grade crossing.

A general feeling of success and accomplishment among participants was evident during the three days of the Symposium. The attractive surroundings and the bright summer sun seemed to enhance this positive outlook on the future of "Operation Lifesaver" and railroad grade crossing safety. But like any good thing, no one wants it taken away. Hence, the words of caution.

"We cannot afford to relax our efforts," was the way one speaker put it.

Look for the union label.
(A handy hint for holiday giving.)
If union Santas don't look for a gift with the union label, who will?
INT'L LADIES GARMENT WORKERS UNION AFL-CIO
INT. LADIES GARMENT WORKERS UNION
UNION MADE
ILGWU
AFL-CIO
MADE IN U.S.A.

Deaths

Harry P. Preiss, retired maintainer telegraphs & signals for the former Pennsylvania has died. Brother Preiss retired in February 1959, after completing over 41 years of service. He was employed in the Philadelphia, PA area. Brother Preiss was a member of Philadelphia Lodge 18.

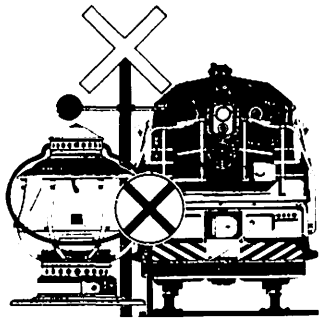
Fred J. Sabin, retired leading signalman for the Southern Pacific at El Paso, TX died recently. Brother Sabin had completed 48 years of service when he retired in February 1959. He had been very active in Tucson Lodge 126, and later had been a member of El Paso Lodge 182. He had served as chief signalman, recording & financial secretary and local chairman.

Mrs. C. R. "Jenny" Scott died in February 1981. Mrs. Scott was the widow of the late C. Robert Scott, who had served as chairman of the Grand Board of Trustees of the Brotherhood of Railroad Signalmen in 1970. Brother Scott also had been general chairman and general secretary-treasurer of the Canadian General Committee.

Charles Teegarden, Jr. a member of Tucson Lodge 126 and an employee of the signal department of the Southern Pacific died July 7, 1981.

Harold W. Walters, retired assistant signal maintainer for the former Erie Lackawanna at Jersey City, NJ died September 5, 1981. Brother Walters completed 31 years of service when he retired in March 1969. Brother Walters was an army veteran of World War I, and while working for the railway he lived in Stanhope, N.J. and later in Rockaway, N.J.

Douglas C. Winger, a signal foreman for the Toronto Hamilton & Buffalo and a member of Hamilton Lodge 47 died recently.



RAILROAD RETIREMENT INFORMATION

October 1 Annuity Adjustments

Amendments to the Railroad Retirement Act, enacted on August 13, 1981, made a number of changes in railroad retirement benefits and financing provisions. This legislation was considered essential to maintaining the solvency of the regular Railroad Retirement Account.

The amendments increased railroad retirement taxes on both employers and employees, continued certain cost-of-living provisions, revised some benefit formulas and made other changes.

Among the changes considered necessary to the financial soundness of the railroad retirement system were provisions limiting certain dual benefit payments. The amendments require the U.S. Railroad Retirement Board to reduce these payments when special funds appropriated for them from general revenues of the U.S. Treasury are insufficient for full payment.

The following questions and answers describe these dual benefit payments and the reductions in them which began October 1, 1981.

(1) **How many annuitants are affected by this benefit reduction and how much were their benefits reduced on the average?**

About 400,000 of the one million annuitants on the Railroad Retirement Board's benefit rolls received October 1 checks that were reduced in amount. For those annuitants affected, the average reduction was $23 for retired employees, $19 for spouses, and $10 for widows.

The annuities which these beneficiaries receive include a portion called a dual benefit windfall payment. This annuity portion is funded by appropriations from general revenues of the U.S. Treasury, rather than by payroll taxes on railroad employers and employees and other revenues that finance over 90% of the railroad retirement system's benefit payments.

General revenue appropriations to fund dual benefit windfall payments were authorized by the Railroad Retirement Act of 1974. This Act coordinated railroad retirement and social security benefit payments to eliminate certain duplications considered a windfall for dual beneficiaries. For individuals meeting certain vesting requirements, however, the Act preserved the pre-1975 dual coverage advantage, in part, by adding dual benefit windfall payments to their annuities.

(2) **Why is this reduction necessary?**

Since 1975, when general revenues were first appropriated to fund the dual benefit windfall payments, the actual payments have increased to substantially more than the amounts originally estimated. The actual appropriations provided since 1974 have been less than the amount required to fund these annual windfall costs in full. The difference, over one billion dollars from 1975 to 1980, has been made up from the regular Railroad Retirement Account, which can no longer afford to bear these costs and still meet its other obligations. The original purpose of authorizing general revenue appropriations was to relieve the regular Railroad Retirement Account of dual benefit costs.

Under the railroad retirement amendments included in the Omnibus Budget Reconciliation legislation enacted on August 13, 1981, the Railroad Retirement Board, beginning October 1, is required by law to limit these dual benefit windfall annuity portions so that they do not exceed the actual appropriations. Windfall payments will accordingly be reduced during any year for which the windfall appropriation is less than the amount needed to pay these windfall annuity portions in full. The appropriation for the fiscal year beginning October 1, 1981, is expected to be $350 million, which is only 79% of projected dual benefit windfall payments for the year.

(3) **What is the average dual benefit windfall payment received by the vested dual beneficiaries?**

In August 1981, dual benefit windfall payments to eligible retired employees averaged $112, while the overall railroad retirement benefits of these dual beneficiaries averaged $464. Windfall payments to spouses averaged $92, while their total annuities averaged $216. Windfalls paid to widows averaged $48, while their total annuities averaged $200. The October 1 reduction was 21% of each annuitant's previous windfall payment.

(4) **Is there a possibility that these dual benefit windfall payments could be further reduced or delayed after October?**

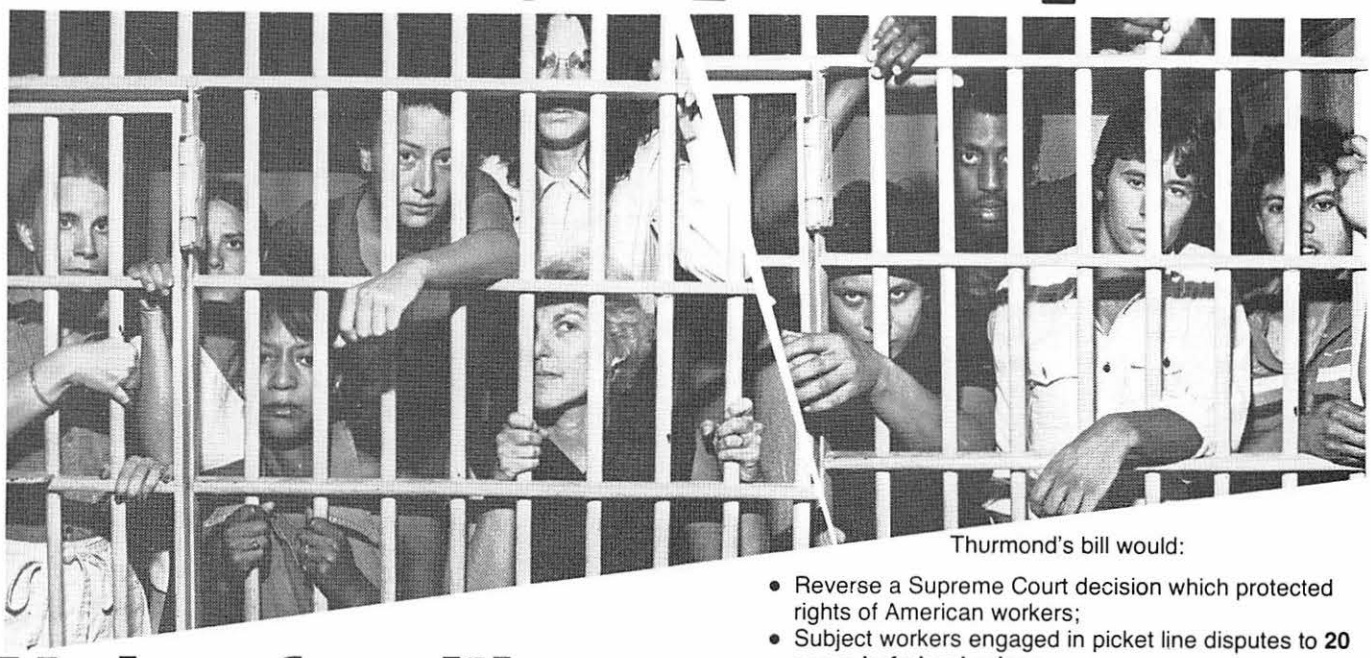
If the actual appropriation is less than the expected amount upon which the October 1 reduction is based, or if actual payments prove more than the estimated amounts, a larger percentage reduction would be required. Also, if the appropriation is delayed beyond October, payment of the reduced dual benefit windfall annuity portions after October would, by law, be delayed until funds are actually appropriated.

(5) **Were there any other limitations placed by the amendments on the receipt of these dual benefit windfall payments?**

The new law precludes the award of any new dual benefit windfall payments to (1) spouses or widows not already receiving them, and (2) employees who might qualify on the basis of their spouse's dual coverage, rather than their own. However, employees who meet vesting requirements based on their own dual coverage can still qualify for future awards of dual benefit windfall payments when they retire.

Take stock in America.
UNITED STATES SAVINGS BONDS

SELF DEFENSE
It could get you 20 years.



Union families have rights, too. Tell Congress to defeat S.613.

Employers or hired strikebreakers who start a picket line dispute are now liable to get only 30 days in a local jail under present law. The same penalty now applies to strikers and picketers.

If anti-labor forces have their way, defending yourself from harassment on the picket line could get you 20 years in a federal penitentiary. Employers or their scabs would still be subject only to less severe local penalties.

That's the plan under S.613, a blatantly anti-worker piece of legislation sponsored by Republican Senator Strom Thurmond of South Carolina.

Thurmond's bill would:

- Reverse a Supreme Court decision which protected rights of American workers;
- Subject workers engaged in picket line disputes to **20 years in federal prison;**
- Make workers liable for a **$250,000 fine;**
- Undermine our right to picket for better wages and working conditions;
- Promote **anti-union violence** (Penalties for employers or their hired thugs who harass picketers would be much lighter than for picketers who fight back to defend themselves.)

Workers Must Fight Back — Now

Already anti-labor and big business groups are going all out to pass the bill.

It's time to fight back. We need to let Congress know that we won't put up with unequal treatment under the law.

No one in the labor movement encourages threats or violence *by* **anybody** on a picket line. We don't condone it and never will.

Strom Thurmond's bill **will** encourage it, as a strike-breaking tactic, unless we stop the union-busters now.

The way to act is to return the coupon below. It will let us know that you are ready to help.

Count me in!

I want to join the fight against the unfair provisions of Strom Thurmond's anti-labor bill — the bill which:

- Sets stiffer penalties for workers than for employers and their strikebreakers;
- Encourages picket line violence by employers and scabs;
- Undermines my right to picket for better wages and working conditions.

Let me know right away what I can do to help defeat this anti-worker legislation.

Name _____

Address _____

_____

Union _____ Local _____

Mail coupon to the union's address shown in the front of this publication.

HOW to BUY

By Esther Margolius

Released by
Press Associates, Inc.

Pharmacists

Does your pharmacist ask you if your doctor explained how to take your prescribed medication? Does he or she keep a prescription record in your name, and is each new prescription entered on it? When you phone for information, are you given a prompt and informative answer?

Consumers generally expect to find guidance from their local pharmacist and, on the whole, make extensive use of telephone inquiries.

Marion Johmann of Berkeley Heights, N.J., finds her pharmacist is always ready to advise her if there is a possibility of allergic reactions or problem side effects from a medication. "With an allergic child," she reports, "you can never be sure about food and drug interactions. I always check with my pharmacist to play safe."

The New Jersey Board of Pharmacy, like boards in many but not all states, requires that a patient drug profile be kept for every patient. Therefore, pharmacists can readily alert a prescribing doctor or dentist when a possibility of overlapping or interacting medications might inadvertently occur. Such records are particularly helpful in problem situations like allergies.

When Joanna Cucinotta of Los Angeles has a prescription, she stops by her nearby cut-rate drug store. There is no delivery service, but she saves on prescription costs, and she can speak directly with the pharmacist. She usually asks what her medication is and how to take it. But should she forget to ask, she reports that the pharmacist on duty reviews recommended dosages and expected results with her before dispensing the medication.

Because various studies of prescription drug use show a surprisingly large number of patients fail to take medicines as prescribed, Food and Drug Administration Commissioner Jere E. Goyan believes pharmacists can be a key link on the physician/patient health care regimen.

Goyan states that "pharmacists can do a great deal to help the individual interpret the meaning of patient package inserts and patient information generally."

The Beacon Pharmacy of Port Washington, N.Y., goes one further step. When an elderly or middle-aged customer buys an over-the-counter anti-histamine, cough depressant or cold tablet, the pharmacists ask, "Do you have high blood pressure or diabetes? Don't buy or take this if you have either condition." Of course, the cold tablet and cough depressant has this warning on the label but many customers do not read it.

Taking note of a recent review of some 185 studies on how patients complied with prescribed medical regimen, Goyan cited findings made by the Institute of Medicine of the National Academy of Science. Results included the startling conclusion that fewer than six out of ten patients take medication as prescribed.

For example, 51 percent of outpatients at the Rochester, N.Y., Medical Center admitted non-compliance with prescription instructions. At the Philadelphia College of Pharmacy, so many patients were ignoring drug dosage information that the college dean advised that all patients be regarded as "potential non-compliers," according to Commissioner Goyan and the consensus is that more men than women ignore drug dosage.

Dr. Richard Penna of the American Pharmaceutical Association suggests that consumers should search out a pharmacist to their liking.

In choosing a pharmacist, Penna believes accessibility to the pharmacist by phone as well as in person is a primary consideration. Willingness by the pharmacist to answer questions about drugs is also a prerequisite. Other factors to look for would be whether or not the pharmacy offers emergency prescription service. Also are delivery and charge facilities available if needed?

Today, most colleges of pharmacy require their students to study clinical pharmacy. They are trained to answer questions and give advice whenever a customer asks about health matters. Students also spend internships in pharmacies to learn more about dealing directly with the public. Their basic criteria is to know when to advise that a person see an M.D., whether a non-prescription product would be helpful, or perhaps whether no medication at all is required. When a prescription is presented to be filled, they are urged to reenforce the doctor's instructions on using the drug.

On the other hand, there can be patient overuse and abuse of some products which can produce adverse effects. Again, the Food and Drug Administration and physicians rely more and more on pharmacist warnings at the point of sale.

A recent example of a problem, according to the FDA, was with overuse of Isoprotenerol, an inhalation drug for the relief of severe paradoxical bronchoconstriction. It was found that overuse worsened the condition the drug was designed to aid. As a consequence, the FDA advocated that a two-sentence warning be added to the labeling and be stressed by the pharmacist.

Patient package information inserts are receiving more FDA attention and testing. For example, oral contraceptive, estrogenic and progestational drug products now contain information for patients.

Such drug labeling and information is not without criticism, however. Many drug companies and physicians fear patients might become unduly alarmed at potential side effects arising from improper or too lengthy usage. Others fear mass hypochondria will result. Still others complain that added labeling requirements raise product costs which, in turn, cause a larger bite out of the consumer medical dollar.

FDA Commissioner Goyan believes that proper consumer information aids both prevention and treatment of an illness or disease and simultaneously contributes to cost control.

Goyan advocates that consumers should become more involved in their own therapy, and he sees the pharmacist as a vital link in the information process. But he also warns that, "while drugs properly used can convey enormous benefits, the misused drug is a ticket to personal disaster."

AFL-CIO Centennial:

Decades of Conflict and Struggle

Memorial Day massacre, Chicago, 1937. Police attack on picket lines kills many striking steelworkers.

United Auto Workers use the sit-down strike to win union recognition.

Unemployed of the Great Depression demand jobs.

American labor's gains were not handed to it on a silver spoon. For a hundred years and more, workers and their unions have had to fight—often literally—for each advance in their economic and legislative history.

So, as the AFL-CIO celebrates its Centennial in 1981, labor's history is written in large measure in terms of "adversary conflict." To name just a few of many. . . .

• **The Homestead Steel strike of 1892,** when steel barons like Harry Frick and Andrew Carnegie unleashed armed detectives and strikebreakers on employees resisting a slashing wage cut.

• **The Pullman strike of 1894,** which spread from the railroad car manufacturer to the railroads, and resulted in 3,400 special deputies sworn in by the government to break the strike.

• **The Ludlow Massacre,** when strikebreakers and Colorado National Guardsmen set fire to a tent village of workers striking a Rockefeller-owned coal mine. Thirteen children and a pregnant woman died in the attack.

• **The 1922 railroad strike**—when government injunctions practically denied the rail unions the right to function.

• **A series of strikes** in the mass production industries—steel, auto, rubber, textile and others—during the 1930s and 1940s for the right of unions to organize and negotiate in behalf of their members, and to improve wages and working conditions.

The bitter opposition to the moderate Labor Law Reform bill by business in 1978 is a reminder that the labor movement and indeed every union has had to work and struggle for the gains it has made.

The opposition to unions was not confined to the industrial scene. It was equally harsh in the halls of Congress and the state legislatures.

Many Legislative Gains: Some of the highlight statutes that were sought and won by the labor movement include the Norris-LaGuardia Act, limiting the right of the federal government to get injunctions against unions; the Railway Labor Act of 1926 and the Wagner Act of 1935 giving unions the right to organize, negotiate and represent their members; the Fair Labor Standards Act, setting minimum wages; the Davis-Bacon Act of 1931—now under vicious attack by anti-union forces—which requires Uncle Sam to pay prevailing wages on federal construction projects; the Civil Rights Act of 1964 making illegal any discrimination in employment on the basis of race or sex; and the Occupational Safety & Health Act (OSHA), under constant fire from employers.

Perhaps, as Business Week suggests, some thoughtful people in corporation management feel it's time for a change. Labor agrees—but we also remember the record of opposition to unions goes back a long way.

In this Centennial year, labor has shown itself ready to meet employers half-way. But, in terms of corporations changing their philosophy, "seeing is believing."

News About Members

Active Retired Signalman

Brother Al Hatos retired as a signalman-cable splicer from the Pennsylvania Railroad (now part of Conrail) on July 8, 1967. His railroad career exceeded 45 years. Hatos has been involved in bicycle racing for many years and in 1925 won the New Jersey State Road championship. On August 4 of this year Al won the 25 mile time trial at Bear Mountain, New York and was awarded a silver bowl. Al rode in the class for entrants 75-79 years. He was 80 years young on October 11, 1981.

Local 161 President enjoys Solidarity Day

Local 161 President O. L. Carter filed the following report to his local concerning his trip to Washington, D.C. to participate in Solidarity Day.

I left Slaton at 3 a.m. on Thursday, September 17 for Amarillo, where I was to meet R. R. VanVacter and Jerry Jacobs. I arrived at the Hilton Inn in Amarillo at 5:15 a.m. where Richard and Jerry were staying. We left Amarillo at about 6:15 a.m.

Our route for the first day was I 40 to Oklahoma City, Oklahoma. From there we took I 44 through Tulsa, Oklahoma on to Joplin, Missouri. We stopped for fuel and supper in Rolla, Missouri. From there we changed to I.S. 70 across southern Illinois to Terre Haute, Indiana. We arrived in Terre Haute at 2 a.m. on Friday, September 18. I had traveled 1,037 miles in 23 hours.

We got up at 6 a.m. and after a quick breakfast, we were on the road again, East on I.S. 70 through Indianapolis and Richmond, Indiana. On our way through Ohio we passed Columbus and on to Wheeling, West Virginia where we stopped for a late lunch.

We then traveled a short distance across West Virginia into Pennsylvania on I.S. 70 to New Stanton where we got on the Pennsylvania Turnpike to Breezewood. We then turned South on I.S. 70 across Maryland into Washington, D.C. We arrived on the outskirts of Washington, D.C. at 10:15 p.m. after traveling about 15 hours and 650 miles.

We got up at 7 a.m. on Saturday, September 19 where after a good breakfast we caught a cab to the Railway Labor Building where we were supposed to meet other B.R.S. members for the walk to the Washington Monument.

Upon our arrival at the Washington Monument at about 10:30 a.m. the crowds of organized marchers were already gathering. By the time the railroad group was called into line for the march up Constitution Avenue, the crowds were overwhelming. We arrived on the Mall some distance away from the speaking platform.

I must confess that I can't find an adjective which would really describe how I felt at that time except to say that I was awed.

We left the Mall before all the speakers were through so that we could start our long journey home. We left Washington, D.C. about 4:30 p.m. and traveled into northern Virginia and spent the night at Woodstock, Virginia.

We arose about 6:30 a.m. and started south on I.S. 81 through western Virginia, which was very beautiful. We entered northeastern Tennessee and shortly changed to I.S. 40 and crossed through Knoxville, Nashville and Memphis. We ate a late dinner in West Memphis, Arkansas. We stopped for the night about 30 miles east of Little Rock at Carlisle, Arkansas about midnight. We had traveled approximately 18 hours and 900 miles this day.

We arose on Monday, September 21 and headed west on I.S. 40 through Oklahoma City back to Amarillo where we arrived about 8:30 p.m. after 13 hours and 650 miles.

We all spent the night at Amarillo and went our separate ways home to Melrose, New Mexico, Denver, Colorado and Slaton, Texas.

In the 6 days of my journey to the Solidarity Day March in Washington, D. C. and the return home I traveled approximately 3,450 miles in 78 hours.

I think the long hard hours were well worth it for the time spent with our General Chairman, and Local

Chairman Jerry Jacobs, and the exhilarating experience of the march with over half a million people who feel as strongly about this country as I do.

Brother A. A. Overstreet, a charter member of Local 77 and recipient of a certificate and 60 year BofRS membership pin from Local Chairman J. L. Howard (right) and N&W General Chairman V. J. Sartini, began his career in railroad signaling with the Norfolk & Western Railroad in 1916. In 1917 he was assigned as signal maintainer at Petersburg, Virginia, where he retired in 1964 with 52 years of railroad service.

Brother Jessie V. Sowder, a charter member of Local 77, receives a certificate and 60 year BofRS membership pin from Local Chairman J. L. Howard (left) and N&W General Chairman V. J. Sartini. Brother Sowder began his career with the Norfolk & Western in 1909 in the Roanoke, Virginia shops. In 1917 he was assigned to the position of signal maintainer on the Norfolk Division where he retired in 1958. Brother Sowder recalled the changes he had observed during his 49 year career in railroad signaling. Early motor cars were three-wheeled vehicles without cabs. He saw pipe-connected interlocking switches replaced by operator controlled electric switches. For many years he received no vacation or additional pay for overtime work.

Labor Firsts in America

Working hours

The first . . .

1791 **strike for a 10-hour day** was by Philadelphia carpenters.

1802 **petition to a state legislature for a shorter working day** was presented by carpenters in Georgia, who sought to place their profession "upon a more respectable and recognized social footing."

1825 **large-scale strike for a 10-hour day** was by 600 Boston journeymen carpenters.

1840 **authorization for a 10-hour day for federal government workers** was by President Martin Van Buren, who issued an executive order giving navy yard workers a 10-hour day without a reduction in pay.

1842 **state law passed limiting the hours for working children** to no more than 10 was in Massachusetts for children under age 12.

1847 **state law authorizing the 10-hour day** for all workers was in New Hampshire. The committee investigating the matter believed that "a proper reduction in hours of labor would be found advantageous to all parties. Employers would realize a greater profit, even in less time, from labours more vigorous and able to work, from having had suitable time to rest; while operatives would be allowed that time for intellectual and moral culture, which duty to themselves and others most imperatively demand."

1853 **state law giving public workers,** who were not under contract, a 10-hour day was in New York.

1859 **call for an eight-hour day** by a labor union was by the Machinists and Blacksmith Union at its annual convention at Philadelphia.

1867 **state laws authorizing the eight-hour day** were in Connecticut, Illinois, Wisconsin, New York, Missouri and California.

1868 **federal legislation giving the eight-hour day** to laborers, workers and mechanics employed by the federal government was enacted.

1870 **eight-hour law for state and municipal workers** was in New York.

1888 **federal eight-hour law for workers** at the Government Printing Office and letter carriers was passed.

1892 **federal eight-hour law for all workers** and mechanics employed by the United States and the District of Columbia governments on public works was passed.

1907 **federal legislation regulating the hours** of workers in the private sector was passed. The measure prohibited trainmen from working longer than 16 consecutive hours.

1936 **federal legislation calling for a 40-hour week** with time and a half pay for overtime was the Walsh-Healey Act, which applied to workers employed under government contracts exceeding $10,000.

1938 **federal legislation setting a 40-hour week standard** for workers engaged in interstate commerce was the Fair Labor Standards Act.

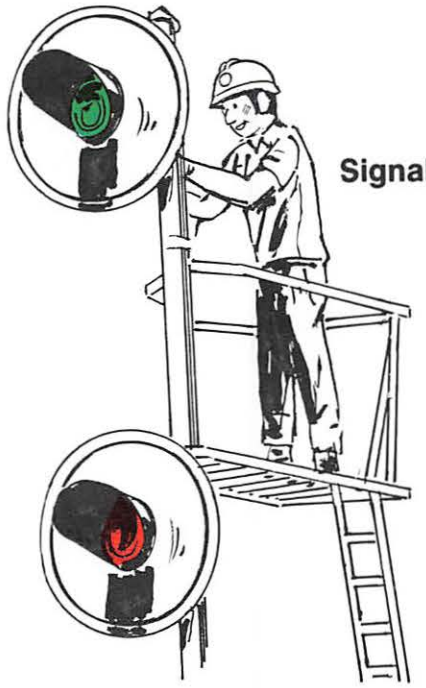
What Does Labor Want?

"We want more school houses
and less jails;
more books and less arsenals;
more learning and less vice;
more constant work
and less crime;
more leisure and less greed;
more justice and less revenge;
in fact, more of
the opportunities to
cultivate our better natures..."

Chicago, Illinois, September, 1893

Samuel Gompers
Founding President
American Federation of Labor

LABOR'S CENTENNIAL AFL-CIO 1881-1981



Signalman Sam

SPL goal: $1 per month per signalman

Signalman Sam says that now is the time to donate to the **Signalmen's Political League.** Why? Signalmen need friends in Congress. To elect these friends takes money in the form of campaign contributions. Last election, 1980, Republicans raised over $100 million for Congressional candidates. The Democrats were able to raise only $19 million.

Over the past several years, Democratic Congressmen have demonstrated that they are labor's friends. The 1982 election is only 1 year away. Already Republicans are collecting money and campaigning to take control of the House of Representatives. For labor and Democrats, next year could be disaster if Republicans gain control of the House and retain control of the Senate.

SPL gives its funds to those deserving Congressmen who support our members' aims. SPL will be watching to see who votes to save the railroads, providing funds for Amtrak, ConRail and the Railroad Retirement System. Obviously, those Congressmen supporting the railroads with their votes will be likely ones to receive financial support from SPL.

Signalman Sam says a goal for signalmen is $1 per man per month contribution to the **Signalmen's Political League.** Ask your general chairman to put you on dues deduction for $1 per month. That is about 3¢ per day and only $12 per year.

CLOTH EMBLEM with BofRS in white letters on red border, two locomotives, and green over red searchlight signal.

COASTERS with BofRS emblem in color are 3-inch diameter.

GOLF CAPS with BofRS in color are available in small, medium or large with adjustable head band. These lightweight net caps come in red, black or white.

The eight-volume **SIGNALMAN'S TRAINING COURSE** covers

1. Electricity, circuit symbols and nomenclature
2. Signal symbols and nomenclature
3. Automatic block signaling, time code control, electronics
4. Traffic control systems and power switch machines
5. Highway grade crossing warning systems, FRA RS&I tests
6. Remote control and automatic interlockings
7. Ctc machines and their operation
8. Maintenance of signal equipment

SIGNALMEN'S DECAL has adhesive backing so it can be applied to glass, leather, metal, etc. for BofRS identification on car windows, bumpers, luggage, hard hats, etc. The emblem is 4-inches or 3-inches in diameter. It has a red border with white letters. The signal displays green over red.

Metal **COLORLIGHT SIGNAL LAPEL PIN** 1/2-inch in diameter with signal showing green over yellow over red on white enamel background. Signal and pin outlined in gold.

BofRS **LAPEL PIN** identical to decal except letters and outline are in gold.

Red nylon **WINDBREAKERS** with elastic sleeve ends that fit tight to the wrists and with a drawstring at the bottom to pull tight to the waist come in three sizes: small (36-38); medium (40-42); and large (44-46). Two slash pockets and a cloth BofRS patch on the left front complete these men's jackets.

A **HISTORY OF THE BROTHERHOOD OF RAILROAD SIGNALMEN** has been written by the late A. E. Lyon, president emeritus, which covers the 75 years of the Brotherhood since its founding in 1901.

MASTER NATIONAL AGREEMENT BOOK has the basic provisions of national agreements negotiated with U.S. railroads and the BofRS. They are contained in a loose-leaf binder with 2-inch rings so there is room for additional material, such as local agreements.

A Summary of wage changes
B Summary of other benefits
C Washington job protection agreement of 1936
D Vacations
E Union shop agreement
F Holidays
G Claim and grievance handling
H Health and welfare
I Force reductions
J Employment security
K Travel time and away-from-home expenses
L Off-track vehicle accidents
M Jury duty
Mc Current agreement
N Overtime
O Camp cars
P Apprentice programs
Q Change of residence
R Earnings deduction in discipline cases
S Supplemental sickness benefits
T Union dues checkoff
U Amtrak C-1, C-2
V Seniority modification agreement

Signalman's Store

ORDER FORM

Please send me the following:

Item		Quantity Ordered	Price Each	Total $
Cloth Emblems			$1.50	
Coasters:				
	red and green		.35	
Golf Caps:	__ Red __ Bk __ Wh __ Sm __ M __ Lg		4.50	
Signalman's Training Course	8-Volume Set		18.00	
	Volume 1		2.50	
	Volume 2		2.50	
	Volume 3		2.50	
	Volume 4		2.50	
	Volume 5		2.50	
	Volume 6		2.50	
	Volume 7		2.50	
	Volume 8		2.50	
Decals:	3-inch		.15	
	4-inch		.20	
Lapel Pin:	colorlight signal		2.50	
	BofRS		3.00	
Windbreakers	Small		15.00	
	Medium		15.00	
	Large		15.00	
History of the BofRS			10.00	
Master Nat'l. Agreement Bk.			8.00	
General Chairman and Local Chairman's Manual			3.00	
TOTAL AMOUNT ENCLOSED				

Minimum order accepted is $5.00

Make check or money order payable to:

BROTHERHOOD OF RAILROAD SIGNALMEN

Send payment and order to:

BROTHERHOOD OF RAILROAD SIGNALMEN
Box U
Mount Prospect, Illinois 60056

NAME _____

CERTIFICATE NO. _____

ADDRESS _____

CITY _____

STATE (PROVINCE) _____

ZIP CODE _____

Determine your rights under FELA

Members who are injured on the job and the dependents of those members who have been killed or have died as the result of such injuries should by all means ascertain their rights and benefits under the Federal Employers' Liability Act before attempting any settlement with the railroad.

Below is a list of attorneys who, on the basis of information made available to us, are competent to give full information and assistance to those in need of it.

This list is compiled and maintained on the strength of information furnished us by both attorneys and members. Everyone concerned is urged to keep us informed regarding cases handled, nature of the case, terms of the settlement, commendations, criticisms, etc. **Information should be forwarded to R. T. Bates, president, Brotherhood of Railroad Signalmen, Box U, Mt. Prospect, IL 60056.**

Baltimore, MD 21202
Irving Schwartzman
5 Light St.,
Tel. (301) 685-2713
(Associated with -
Savage & Schwartzman, P.A.)

Baltimore, MD 21202
Norris W. Tingle
Charles Center South, Suite 310
Charles & Lombard Sts.
Tel. (301) 837-0215
(Associated with -
Arnold, Beauchemin & Tingle, P.A.)

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C. M. Small, Jr.
800 First National-Southern Natural Bldg.
1900 Fifth Ave., North
Tel (205) 328-8141
(Associated with -
Rives, Peterson, Pettus,
Conway, Elliot & Small)

Buffalo, NY 14203
E. Michael Semple
785 Ellicott Square Bldg.
Tel. (716) 853-4861
(Associated with -
Lankes, Semple & Waible)

Chicago, IL 60602
Martin Henslee
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Suite 2100
Tel. (312) 782-5925
(Associated with -
Henslee, Monek & Henslee)

Cleveland, OH 44114
Harold S. Stern
1700 Investment Plaza
1801 East 9th St.
Tel. (216) 781-1700
(Associated with -
Gaines & Stern Co., L.P.A.)

(Denver) Aurora, CO 80011
John J. Rossi
12203 East Second St.
Tel. (303) 366-3501
(Associated with -
Morrisard & Rossi)

Houston, TX 77210
Norman R. Jones
5959 W. Loop South, Suite 666
P.O. Box 4340
Tel. (1-713) 668-0230
(1-800) 231-3359
(1-800) 392-0620 TX only
(Associated with
Jones & Granger)

Indianapolis, IN 46204
Edward J. Erpelding
Indiana National Bank Tower,
Suite 1680
One Indiana Square
Tel. (317) 632-4437
(Associated with -
Erpelding & Champion, P.C.)

Kansas City, MO 64105
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25th floor
Tel. (816) 221-5666
(Associated with -
Hubbell, Lane & Sawyer)

Los Angeles, CA 90071
George E. Bodle
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19th Floor
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(Associated with -
Bodle & Thomas)

Miami Beach, FL 33141
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(800) 327-4552
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Hastings & Goldman)

Minneapolis, MN 55402
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790 Galaxy Building
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Rerat Law Firm, P.A.)

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(Associated with -
Elkind & Lampson)

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(Associated with -
Hildebrand, McLeod
& Nelson, Inc.)

Philadelphia, PA 19110
Kenneth Syken
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(Associated with -
Richter, Syken & Ross, P.A.)

Pittsburgh, PA 15219
Paul Moses
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Tel. (412) 471-3740
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Evans, Ivory & Evans)

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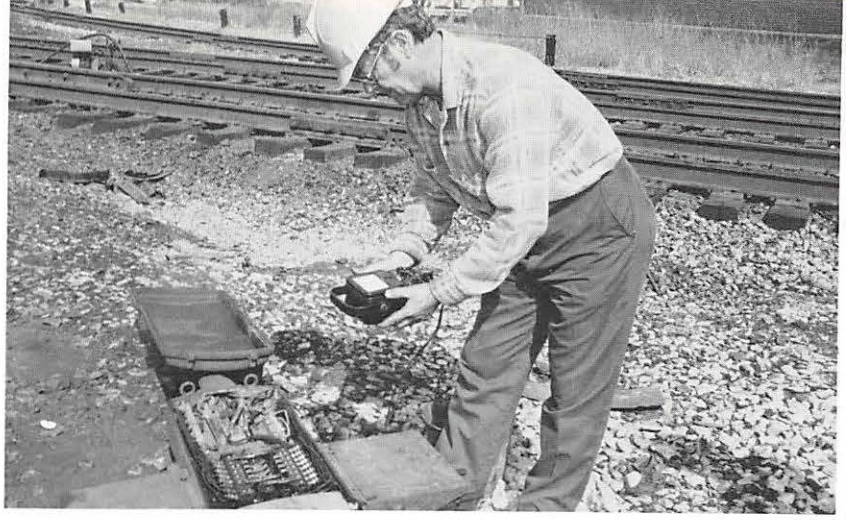

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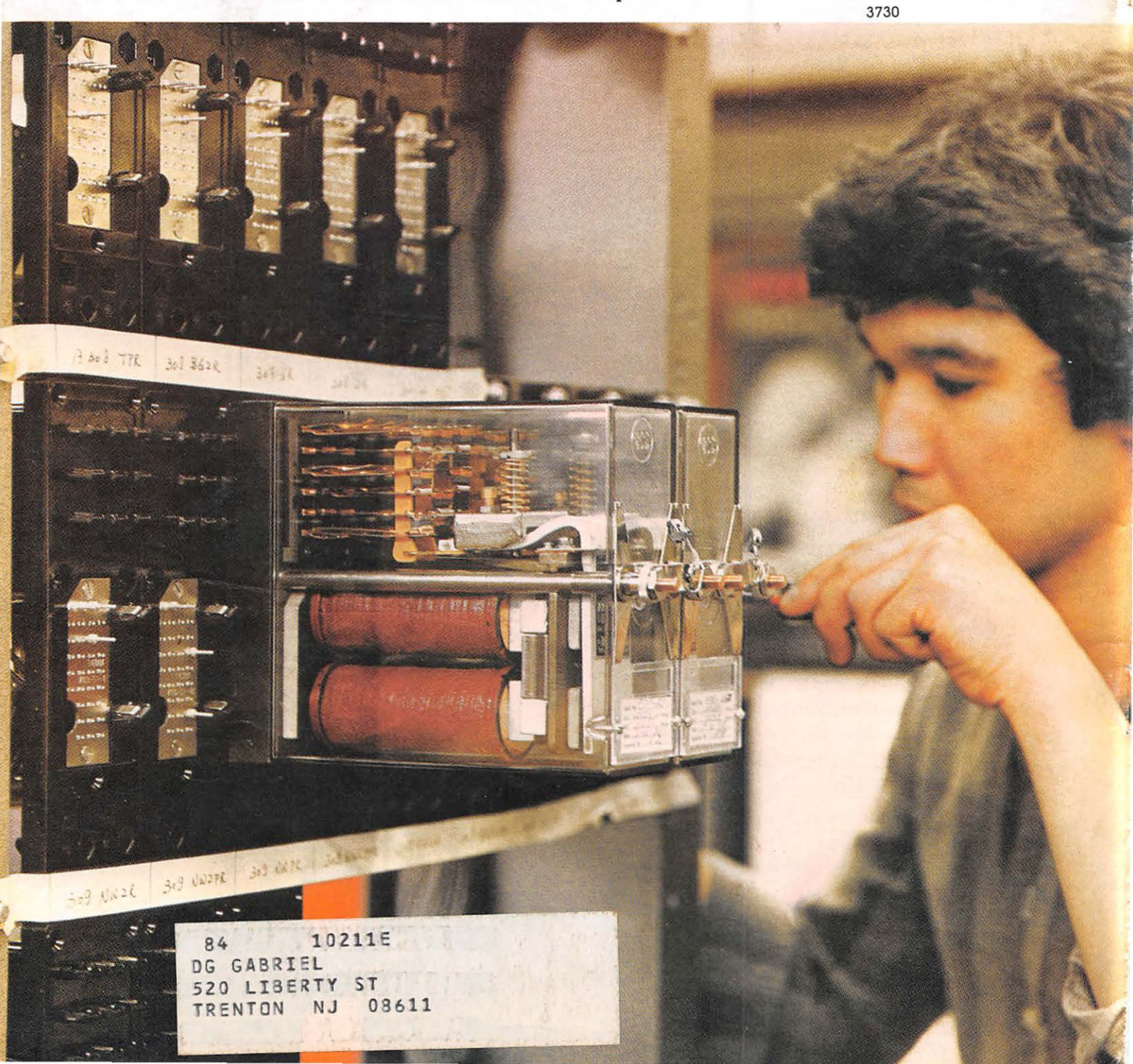
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